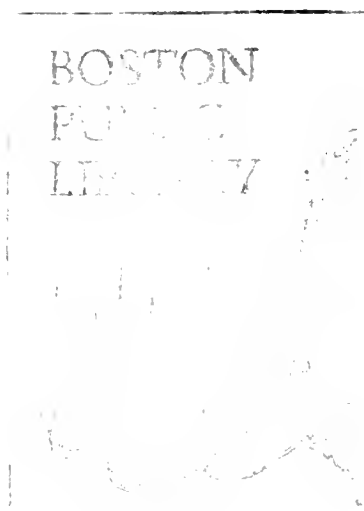


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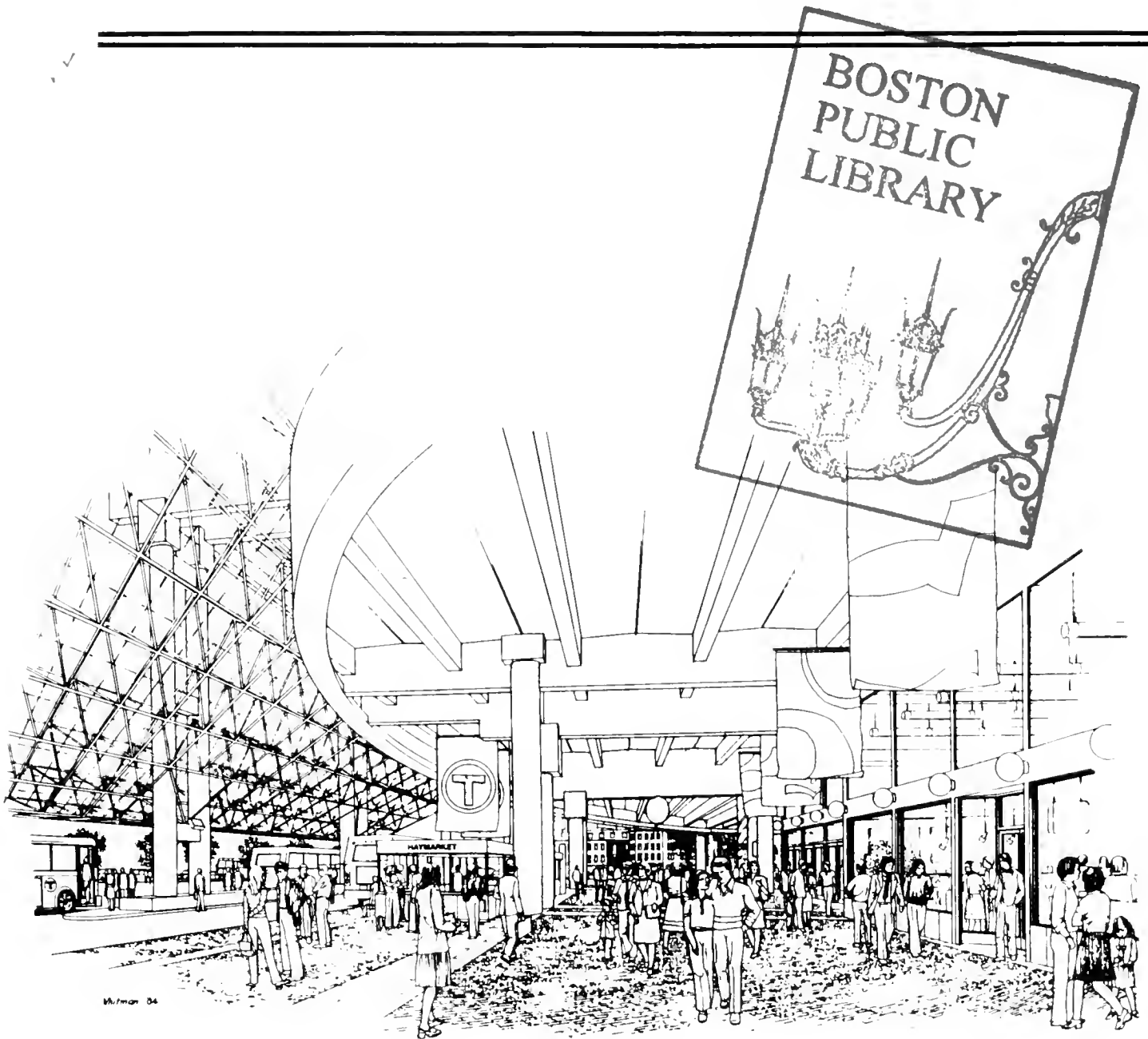
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GOVERNMENT CENTER GARAGE DESIGN DEVELOPMENT SUBMISSION



BOSTON
REDEVELOPMENT
AUTHORITY

One City Hall Square
Boston, MA 02201
(617) 722-4300

March 13, 1985

Mr. Richard H. Rubin
Government Center Garage
Realty Trust
11140 Rockville Pike
Rockville, MD 20852

Dear Mr. Rubin:

RE: Design Development Review: Government Center Garage

We are pleased to grant conditional Design Development Approval of the Government Center Garage Project with a few issues deferred for future resolution. This approval is based on our review of the management program dated February 7, 1985 and the plans titled "Government Center Garage and Office Building by Mintz Associates Architects/Planners, Inc." and dated November 11, 1984. A list of these drawings is enclosed (Attachment A) to reference a record set of drawings in our files.

The deferred issues needing your attention prior to the issuance of a construction permit are outlined below.

1. Revision of the maintenance plan in accordance with the requirements set forth by Attachment B; the major changes to the plan involve:
 - a. Submission of a comprehensive signage plan prepared and coordinated by the project's architect; and
 - b. Submission of a parking systems improvement plan prepared and coordinated by the project's architect.
2. Interior elevations of the public garage elevator lobby are required for approval.

Design development approval is granted with the understanding that contract documents, and later material samples including window jamb sections shall be submitted for approval under the procedure set forth in the Design Review Procedures guide.

Sincerely,


Stephen Coyle
Director

Enclosures

Government Center Garage Office Building
Approved Design Development Submission Set

Mintz Associates Architects/Planners, Inc.

Developer: Government Center Garage Realty Trust
Mr. Richard H. Rubin
11140 Rockville Pike
Rockville, MD 20852

Architect: Mintz Associates Architects/Planner, Inc.
Att. Mr. Sy Mintz
16 North Street
Boston, MA 02109

<u>Sheet</u>	<u>Title</u>	<u>Date</u>
G2	Index/Key Sheet	11-14-84
L1	Site Survey	11-14-84
L2	Site Plan	11-14-84
L3	Site Details	11-14-84
L4	Paving Plan	11-14-84
A1	Level 1/Basement	11-14-84
A2	Level 2/Ground Plan/Retail	11-14-84
A3	Level 3/Parking	11-14-84
A4	Level 4/Parking	11-14-84
A5	Level 5/Parking	11-14-84
A6	Level 6 & 7/Parking	11-14-84
A7	Level 8 & 9/Parking	11-14-84
A8	Level 10/Office	11-14-84
A9	Level 11/Office	11-14-84
A10	Roof Plan	11-14-84
A11	Exterior Elevations	11-14-84
A12	Exterior Elevations & Section	11-14-84
A13	Longitudinal Building Sections	11-14-84
A14	Level 1/Reflected Ceiling Plan	11-14-84
A16	Plan Section at Level 10, 11	11-14-84
A17	Office Exterior Wall Sections	11-14-84
A18	Stairs-Plans	11-14-84
A19	Stairs-Sections	11-14-84
A20	Stairs-Sections	11-14-84
A21	Stairs-Sections	11-14-84
A22	Office Lobby Core Plans	11-14-84
A23	Office Lobby Elevations	11-14-84
A24	Office Lobby Section Interior	11-14-84
A25	Retail Plans	11-14-84

<u>Sheet</u>	<u>Title</u>	<u>Date</u>
A26	Retail Elevations	11-14-84
A27	Retail-Sections, Elevations, Details	11-14-84
A28	Bus Canopy	11-14-84
A29	MBTA Enclosures	11-14-84
A30	Garage Office	11-14-84
A31	Circular Ramp Plan	11-14-84
A33	Toilets: Plans, Elevations	11-14-84

End of List

REVISIONS REQUIRED FOR APPROVAL OF GOVERNMENT CENTER GARAGE MAINTENANCE PLAN.

Review is based on the supplemental information and letter from Edward J. Daley dated February 7, 1985 to Paul Reavis, Boston Redevelopment Authority. It is understood that the text of the letter is to be adopted by Richard H. Rubin, Management Corporation as a maintenance program for Government Center Garage. Please note the revisions required are categorized as per Mr. Daley's letter.

1. Parking Equipment

Additional study of the booths available is required. The project's architect from Mintz Associates shall prepare a parking systems improvement plan and supervise the installation of booths, ticket machines, restripping, and related signage.

2. Garage Cleaning and Repainting

In all cases the phrase "or as needed" is required for maintenance tasks. Painting of elevator foyers, doors, and elevator cabs (D) must be "semi-annually or as needed" rather than "bi-annually". Signs, lamps, and elevators (E and G) should be checked at least twice weekly. Snow removal (H) is required to clear a minimum 10-foot pathway for pedestrians. Cleaning and sweeping requirements for the ground plane were not addressed under this heading.

3. Graphics

The graphics plan submission for the parking functions of the garage was inadequate. The signage examples were not dimensioned or located as to height and installation on the building. Illuminated signs are necessary to identify parking entrances; no information was provided regarding illumination or reuse of existing signs. A resubmittal of the garage signage plan is required; a plan prepared, coordinated and supervised by the architect of the project is required.

The retail signage plan was also inadequate. No signage examples were submitted. The approach to office signage was unclear. The uses of mounted signs (Type A) and exterior lighting are suspect. The installation method and style of postal address should be reconsidered; a painted sign on the glass transom directly above the door would be lower and more efficient. A resubmittal of the retail and office signage plan is required; a plan and details prepared, coordinated and supervised by the architect of the project is required.

4. Garage Lighting

The submission of a registered letter to the tenant, Kinney Systems, is not a substitute for performances. The Authority approved the installation of replacement fixtures and lamps; these fixtures should be used to encourage public parking during evening hours. A schedule for lighting is required.

5. Garage Elevators

We accept your proposal to retrofit and retime the existing elevator during construction.

6. Public and Landscaped Area Maintenance

The letters sent to the MBTA and parks departments reference Attachment A which is not as specific as required. Item 2 of the Attachment must include the phrase, "timely cleaning and maintenance or as necessary". The maintenance shall also include irrigation, fertilizing/liming, pruning/weeding, and stocking planting beds with seasonal flowers such that the parks provide a colorful bouquet of flowers from May through August. Item #2 shall also include snow removal (see 2H) for 10-foot wide pedestrian paths. Item #3 shall be redrawn to guarantee the skilled replacement of trees and repair of fixtures such as benches, lamp posts, and trash receptacles. A special section is required regarding graffiti removal.

Care and maintenance of the canopy over MBTA bus waiting area shall also be included in this section.

Categories 7 through 10 are acceptable as proposed; parking issues could be incorporated into (4) garage lighting section. Building cleaning should be combined with (6) public and landscaped area maintenance.

A separate category is needed to address the storage, relocation, and maintenance of the Beverly Pepper sculpture.

RICHARD H. RUBIN MANAGEMENT CORPORATION

SUITE 1001

265 FRANKLIN STREET

BOSTON, MASSACHUSETTS 02110

(617) 737-1120

RECEIVED

February 7, 1985 FEB 6 1985

Boston Redevelopment Authority

Mr. Paul Reavis
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Government Center Garage

Dear Mr. Reavis:

Pursuant to our January 25, 1985 meeting and outlined in the BSA memorandum to Government Center Garage Realty Trust dated December 12, 1983, the following information is provided to satiate any questions which have arisen concerning the Government Center Garage Project.

1. Parking Equipment. The equipment cuts and specifications for the proposed new equipment are enclosed. The painted color of said equipment will be yellow. These improvements will make the garage more efficient for public parking.
2. Garage Cleaning and Repainting. The cleaning of the garage will be incorporated in a complete maintenance program to be performed by the tenant, Kinney Systems, subject to the owner's approval. Such a program is attached. The repainting of all previously painted areas or fixtures in the garage will be performed during the construction phase.
3. Graphics. The new interior and exterior graphics plan signed to be installed to aid pedestrians and motorists is enclosed. The retail sign plan criteria is also enclosed.
4. Garage Lighting. Your organization was apprised that fixtures to be installed throughout the garage as part of the office building construction. The current lighting policy, lamp replacement and lighting policies of the tenant will be reviewed to ensure the safety of parking patrons.
5. Garage Elevator. The safety of the garage elevator has been confirmed by the BSA. The elevator is being repaired and the safety of the elevator will be reviewed during the construction phase.
6. Public and Private Parking. The BSA has received a request for the Department for parks located at the Government Center Garage and for the Department for parks located at the Government Center Garage.

enclosed is our correspondence initiating discussions with the MBTA concerning the cleaning and maintaining of the surface easement area. Also enclosed is a brief synopsis of what the maintenance procedures will entail for these areas.

7. Illegal Parking. Enclosed is a memo forwarded to Kinney Systems concerning the curtailment of this practice at the garage.
8. Building/Walk Cleaning. The garage facade will be cleaned, if necessary, after the new construction to match the new precast concrete as closely as possible. The public concrete areas and brick walks will be cleaned using high pressure water or steam at least monthly (weather permitting).
9. Pick Ups and Deliveries. All such material movement by the office or retail tenants will be regulated in accordance with area traffic patterns, both vehicular and pedestrian, to avoid congestion or possible injury.
- 10 Graffiti. A program will be set up to effectively remove frustrated artists' works with particular and immediate attention given to vulgarity.

We believe the information provided is as complete as possible at this time. Should any questions arise, please contact my office immediately.

As per our conversation, the information provided should be sufficient for BRA release of the design development stage documents to allow the securing of a building permit.

We anxiously await your favorable response.

Sincerely,

Edward J. Daley
Assistant Vice President
Director of New England
Property Management

Enclosures



FEDERAL APD

Federal Signal Corporation

291 Frontage Road, Hinsdale, Illinois 60521

Phone: 800-521-9330

312.887-6999

PRODUCT BULLETIN
PB 107

Ticket Spitter™

This self-contained Ticket Spitter™ is designed to issue a time- and date-stamped ticket within convenient reach of the motorist. It may be activated by pushbutton, loop detector, treadle or other device. When the ticket is issued, a buzzer sounds until the ticket is removed. Both rate computing and non-rate computing mechanisms are available with ticket sizes of 2" x 4" or 2-1/2" x 6".

Features/Benefits

Trac Top Cap Assembly

Simplifies ticket loading and maintenance

Removeable ticket tray

Permits quick spot check of ticket supply and speeds ticket loading

Back-lit "Please Take Ticket" sign

Instructs patrons as they approach the Ticket Spitter

Illuminated clock face

Aids customer in confirming time and date of entry versus imprint on ticket

Buzzer sounds when ticket is issued

Draws customer's attention to take ticket

Thermostatically controlled

250W Heater

Helps keep tickets dry, reducing possibility of ticket jams

Convenience Outlet

Accommodates 115V AC use of power tools

Optional Rate Computing

Available as an optional feature on the Ticket Spitter

Optional Low Ticket Light

Aids attendant to replenish ticket supply



Parking and Revenue Controls



by **Secoma**

Secom Parking Control



Parking stanchion and post with card reader

Secom's Parking System gives management complete control over daily and monthly parking operations. Each system is custom designed to meet the requirements of the facility involved. Depending on the individual needs of a facility, the parking system can include a controller, card readers, cash registers, fee indicators, administrative terminals, and printers. If desired, Secom can also supply gates, loops, and ticket dispensers, which are manufactured by other companies.

The control equipment is our standard Secom design, which includes a specialized program devised to handle the unique problems of a parking facility. In a monthly lot, a group of card readers and gates control the entrances and exits, and a group control the exits. Where daily parking control is required, a ticket dispenser and a cashier terminal and fee indicator are also included.

Monthly Permit Holders

All monthly permit holders are issued a card and permit and are required to display the card in their vehicle and exit the facility. If cards are not displayed, the vehicle will not be paid their monthly parking fee. If the card is not paid, the permit holder will be charged the full amount from the day.

With the use of the Secom system, the monthly fee of the permit holder is paid in advance, and the card is used to control the entrance and exit of the vehicle. The card is used to control the entrance and exit of the vehicle.

A card must be presented at the entrance to the card reader for permit and cash. The card can be used to control the entrance and exit of the vehicle. The card can be used to control the entrance and exit of the vehicle.

Cards can be assigned a time zone and area group thus insuring that the cards are used only at the assigned gates at certain times. This enables the operator to sell permits by time as well as location. To facilitate traffic flow and lot occupancy, cards can also be programmed to work only at specific gates.

Daily Revenue Control

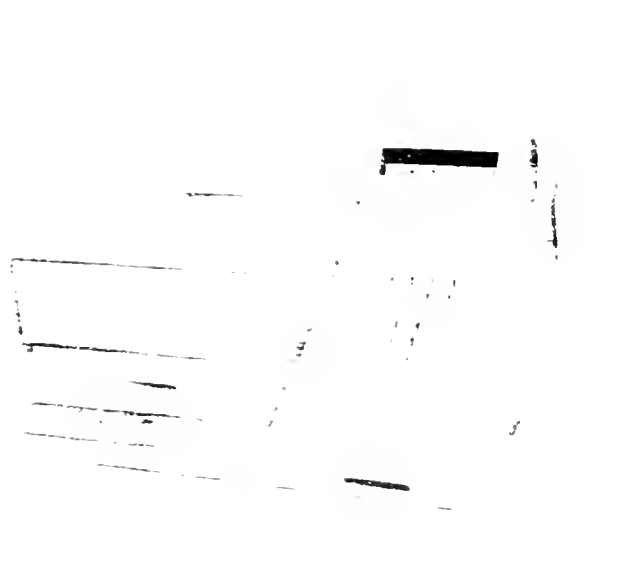
A daily parker is anyone who does not have a monthly permit and pays upon exiting the lot. Lots which have daily parkers require a ticket dispenser, a Secom cashier terminal, and a fee indicator.

Upon entering the lot, the daily parker accepts a ticket from a standard ticket dispenser, which causes the gate to go up. Upon exiting the lot, the ticket is presented to an attendant who keys in the entry time and any validations if applicable. The fee is automatically calculated and is immediately posted on the fee indicator and stored in the cashier terminal.

After the attendant keys in the amount tendered, the fee indicator displays the change due and a buzzer sounds to indicate that the ticket should be inserted into the cashier terminal's printer. The printer prints a complete audit trail on the back of the ticket. This information includes time in, time out, amount collected, and a nonresettable sequence number. If requested, a receipt may also be printed. The gate is opened only after the ticket is inserted into the printer.

In addition, all transactions are recorded in the system's log printer, which is usually located in the manager's office. At the end of an audit of all transactions, a printed log and the register's printout are available.

For more information, contact Secom Systems, Inc., 10000 E. 1st Ave., Suite 100, Denver, CO 80231, (303) 751-1111.



Security

Although the security system and parking system share the same controller, the building manager and lot manager have separate control over their particular areas of responsibility. They can both have their own administrative terminals and printers. The building manager can affect the cards only as they apply to the building and not to the parking, and vice versa. The lot operator can void a card for non-payment, but unless the card were also voided by the building manager the card would still work in the building's readers. Only parking data prints in the parking office and only security data prints in the building office.

Alarm control is available with an alpha Ego so that all alarms on the system printer. Literally, thousands of individual alarms can be monitored. In desired, a CRT monitor can be added for alarm display and security monitoring.

All the hardware used in Secom systems is standard parameters, yet in the price list and product literature, we give guides for our customers. At the bottom of the form that you see in our literature, you will find the factory's technical information.

SECOM Administrative Terminal

System Description

Administrative Terminal: All changes in system memory are made at this terminal. The familiar telephone style keyboard and display make it easy to use. Cards can be added or deleted, time zones and area groups can be changed, and gates can be opened with just a few simple key strokes. There can be more than one administrative terminal in the system. Security at the admin terminal is assured by a lock which is located in the terminal.

Controller: This computer based system is housed in a 24" x 30" x 11 1/2" enclosure. It can be located in any convenient location. The system always needs access to the controller.

Card Readers: The solid state card readers have no moving parts. They are extremely rugged with the critical electronics located away from the reader. They are available in a variety of sizes for use in ticket booths, gate housings. They are also available in a weather resistant, security and tamper proof design. Over 20,000 of these readers are in use in the world.

Cards: The cards are made of plastic and are available in a variety of sizes. They are available in a variety of colors and can be made to look like a credit card. They are available in a variety of sizes and can be made to look like a credit card.

Gates, Loops, etc: The gates, loops, etc. are available in a variety of sizes and can be made to look like a credit card.



Secom



AN INDUSTRY LEADER

Par-Kut International has been building portable steel buildings since 1954. Many thousand Par-Kut booths, including those built over two decades ago, are in constant use in all 50 states, Canada and the Caribbean.

Par-Kut booths are built to last. The strong, single unit, all welded galvanized steel construction insures years of trouble-free use. Factory assembled, they are complete and ready to use when delivered by one of Par-Kut's own trucks.

Par-Kut buildings serve a multitude of needs. Choose from 12 standard models or take advantage of Par-Kut's free design service. And a wide variety of options are available.

As a leader in the industry, Par-Kut can best solve your need. And at surprisingly low cost. Let Par-Kut build you a long-lasting booth to meet your exact requirements.

STANDARD EQUIPMENT

APPLICABLE TO 12 STANDARD MODELS ILLUSTRATED • one sliding or swinging aluminum door • solid or sliding windows with screens • tempered safety glass • shelf or counter as indicated • storage drawer • wall heater • fluorescent light fixture • duplex electrical outlet • circuit breaker box • breakers • fiberglass insulated walls • insulated roof • elevated steel base • safety plate steel floor • four anchor clips at base • canopy • lifting ring in roof • rust inhibitor primer applied to all metal surfaces • choice of a single enamel paint color — exterior and interior • paint applied electrostatically.

OPTIONAL EQUIPMENT

• elevated base • plywood and vinyl asbestos tile floor • carpeting • formica counter tops • foam rubber seats • additional shelves • locking cash drawer • built-in restroom for units 6' x 3' and larger • accoustical ceiling • recessed interior lights • built in air-conditioning • special wiring • 208 VAC, 240 VAC and other size wall and ceiling heaters • combination air-heat • exhaust fan • additional electrical outlets • fluorescent lighting on canopy • spot lights • removable burglar screens • welded burglar bars • steel doors • swinging doors • roll-up doors • tinted window • tinted glass • Plexiglas or polycarbonate glazing • color and design aluminum doors and windows • cast aluminum • ready-to-brick finish • custom paint • choice of canopy size • no canopy for mobile use • blank-out walls or panels • bullet proof construction.

NOTE: Floor plans indicate standard booth size of door and counter



3' x 5' BOOTH

Mini stand for supplemental service with another booth or during peak periods.

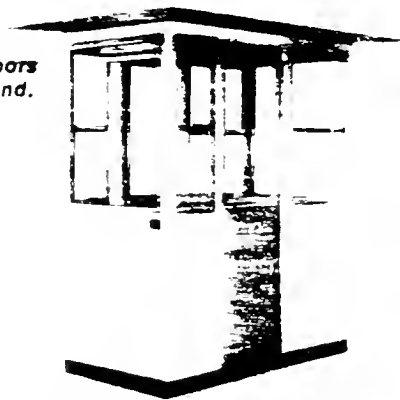
MODEL 53



3' x 6' BOOTH

Desirable where space is limited. Can include two doors for use at entrance-exit island.

MODEL 63



4' x 4' BOOTH

Large enough for comfortable full-time service. All around visibility. Attractive.

MODEL 44



MAINTENANCE SCHEDULE

- A. A standard maintenance contract is in effect with an elevator maintenance contracting company.
- B. Monthly service is in effect for the checking of fire extinguishers and a statement to that effect is enclosed.
- C. A contract is in effect for the on-going maintenance of all traffic and revenue control equipment and a copy of that current contract is enclosed.
- D. Painting of the ceilings of elevator foyers; exterior doors; door bucks and the interior of the elevator cabs will be done bi-annually.
- E. Doors in elevator lobbies will be repaired whenever the need arises as indicated by a weekly survey.
- G. Signs are repaired and lamps are replaced on an as needed basis as indicated by a weekly survey.
- H. Snow is removed from pedestrian walkways and entranceways to the garage and the areas are plowed when snowfall is in excess of four inches.

Until such time as the two additional stories are added to the top of the Government Center Garage, snow will continue to be plowed when it is in excess of four inches. Since the stress load of this garage will support two additional stories for office building space, there is no need to remove snow from the roof of this garage.

- I. Drains are cleaned periodically, but not less than once yearly. The cleaning is accomplished by means of an auger.
- J. Striping of parking stalls is done as the need arises but not less than once every four years.

SECURITY

Our current operational plan includes having a security guard scheduled around the clock for a total of 168 hours weekly.

His responsibilities are as follows:

- (a) He walks each floor of the garage on an alternating basis so to decrease the predictability of his schedule.
- (b) He walks all stairwells.
- (c) If vagrants are brought in the garage, he requests that they leave. If a vagrant refuses to leave, the police will be contacted and requested to remove the vagrant from the premises.
- (d) The security guard also is furnished with a riding cart

with a flashing light mounted on the top. This vehicle will be used to present an aura of additional security in the location.

CLEANINESS

- A. The primary method of cleaning this garage is through the use of a motorized sweeper which is kept on the premises. This cleaning occurs on an as needed basis, but not less than a complete cleaning of each floor once weekly.

When events are scheduled at the Boston Garden, additional sweeping will be scheduled.

- B. Windows are cleaned in the elevator foyer area on an as needed basis and not less than once every two weeks.
- C. Loose litter, debris and the emptying of trash receptacles are to be attended to on a nightly basis.
- D. Toilet facilities are to be cleaned daily and the appropriate sanitary supplies will be provided as required.
- E. Any and all other areas of the garage are to be cleaned as the need arises.



**kinney system
of boston, inc.**

February 6, 1985

Mr. Edward J. Daley
Vice-President/Director
New England Property
Richard H. Rubin Management Corp.

Dear Edward,

I am not in receipt of our contract/agreement with Delta Elevator for service/maintenance of the elevators at our Government Center Garage. Please be advised that such an agreement does in fact exist and this letter is to serve as verification. Should you require an actual copy of the agreement please advise.

Sincerely,

David F. Seaton
Regional Supervisor



**kinney system
of boston, inc.**

February 6, 1985

Mr. Edward J. Daley
Vice-President/Director
New England Property
Richard H. Rubin Management Corp.

Dear Edward,

Please be advised that Kinney System last had the fire extinguishers serviced at the Government Center Garage in January 1984. We further have requested that the fire extinguishers be service twice during 1985.

These services have and will be provided by Keane Fire and Safety Equipment Co, 1500 Main St., Waltham, MA.

Sincerely,

David F. Seaton
Regional Supervisor

EFFECTIVE DATE January 11, 1985 TO January 10, 1986

CUSTOMER'S NAME Kinney System, Inc.

ADDRESS 64 Elliot St.

CITY Boston STATE MA ZIP 02116

JOB NAME Government Center Garage

ADDRESS 50 New Sudbury St.

CITY Boston STATE MA ZIP 02114

EQUIPMENT COVERED UNDER SERVICE CONTRACT INCLUDES:

ENTRANCE EQUIPMENT

5 Ticket Spitters
5 Auto-Gates
10 Vehicle Detectors
5 Spiked Treadles
5 Counters

EXIT EQUIPMENT

4 Auto-Gates
8 Vehicle Detectors
4 Exit Controllers
8 Counters
4 Vend Buttons
4 Treadle Interface Pkgs.

For the sum of Six Thousand Fifty (6050) dollars, Eidam's Parking & Security Corp. agrees to provide all labor and materials necessary to keep the above mentioned parking equipment in working order for the effective date shown above. Service calls will be performed within twenty-four (24) hours from notification.

This contract is payable monthly @ \$504.00 per month, in advance, and is subject to a thirty (30) day cancellation notice by the customer.

This service contract includes maintenance service calls during the effective date (minimum of (1) call every four months).

This agreement does not include external electrical work to the equipment,

RETAIL TENANT DESIGN CRITERIA

ONE CONGRESS STREET

It is the intent of the graphic program to encourage fresh expressions of visual identity and delight - consistent with the contemporary spirit of 1985 - 1986, yet respectful of the history of the area and foundations of the city. The graphic expression and the signage will be the visual story of the economics and the attitudes of our contemporary generation - it will express, in historic perspective, what was happening in the Market Area in 1977 - 1978 and, it is hoped, will provide a reasonable flexible tradition for future merchants and designers to continue.

These graphic standards set forth, for all Tenants, standards of usage for communication needs that are clear, simple, functional and valid in contemporary visual terms. Tenants will be expected to avoid styles and mannerisms that are arty, sentimental and second-rate reproductions of "antique" signs. The results in terms of street atmosphere and visual design should be lively and of consistently high quality design and material. Tenants will be expected to do business under names that are reasonably straightforward, clear and honestly presented. Simple and direct names are encouraged. Logos, whether letters or symbols, may be used when in keeping with the graphic spirit of this criteria and the overall character of the district.

Mounted signs on the building are encouraged and traditional in style.

Market areas, and add visual interest as well as visible information. Such exterior mounted signs will be permitted when referring to actual Tenants, both retail and office. These signs may include both firm names and one- or two-word identification of the types of merchandise and services purveyed. Slogans or cute catchy phrases are not permitted.

The general location and proliferation desired for signs and types of signs is illustrated on the "Master Elevation" on display in the Landlord's office. Tenants will be directed, as a response to their design submission, to choose from certain types of signs and locations consistent with the Master Elevation. Such an elevation is to be developed in conjunction with the construction design.

SIGN REQUIREMENTS

1. The Tenant may use signs of the approved categories only as shown on the "Master Elevation" on display in the Landlord's office.
2. The Tenant may provide one sign per unit/floor/facade of the approved categories and locations. The signs must be used on the facade for which credit is received. Only one type A or F sign is permitted per facade. Plaques (Type C) are not part of the sign count when only one is used.

A sign may have the name of the shop appear only once. Repetitive signs, i.e., SHOP SHOP SHOP SHOP are not permitted.

3. Sign colors must be selected from the Martin Sencur "Williamsburg" color chart or other color charts which are compatible with the "Williamsburg" colors. Corporate logo colors must be approved by the Landlord. Letter colors must be compatible with the background sign color with contrast limited as far as practicable.
4. The Tenant may not use gay, rustic, or unnaturally antiquated names or use imitations of old English or other scripts or affections of spelling.

5. Sign Type Description

TYPE A SIGNS

Type A signs must be made of wood or metal (painted), letters may be painted flat or on raised letter cutouts (see old signs in Quincy Market Building Rotunda). The sign must be framed with raised edge. Maximum vertical dimension is 1'-0". Length must conform to building and granite modules. Maximum letter size: 6".

TYPE B SIGNS (LETTERS APPLIED TO BUILDING)

Type B signs must be of wood (painted), cast metal painted, real bronze, brass or black anodized aluminum. Mill finish metals, bronze aluminum, stainless steel, or other white metals are not allowed. Maximum letter size to be 6". Sign using wood must use only high-quality exterior grade woods with suitable exterior grade finishes.

TYPE C SIGNS (PLAQUES)

Type C signs are allowed in brass or bronze. The plaques may be cast or engraved. The plaque size shall be small and sophisticated.

TYPE D SIGNS (SILKS/SCREENS IN WINDOWS)

Type D signs must be placed on the inside surface of the exterior light of a window. Maximum letter size is to be 4" for solid letters and 6" for outline letters.

TYPE E SIGNS (SIGNS BEHIND GLASS)

Type E signs must be constructed of transparent materials such as clear plexi or glass. The installation technique must be as unobtrusive as possible. Type E signs are to have maximum letter size of 4" for solid letters and 7" for outline letters.

TYPE F SIGNS (INTERNALLY LIGHTED)

Type F signs must be constructed as sheet metal enclosed, cut and fitted with plexiglass letters - color, shape, and logo style to be such to maintain harmony consistent with the building design and area retail signage. Such signs must be approved and installed by the buildign owner.

6. Paper signs or graphics shall not be used.
7. Neon signs must be a minimum of 10'-0" behind the storefront glass and may be used when specifically approved in writing by the Landlord.
8. Each Tenant will have a specific postal address. Numbers for first floor Tenants will be prominently featured at each entrance in three inch Clarendon Bold brass numbers installed by Landlord at Tenant's expense (see Schedule B). Tenants may also incorporate their address into type A signage, in addition to these required numbers.
9. Tenants may install at their expense exterior lights to

illuminate signs, banners, or entry points. Exact location and installation details must be approved by Landlord.

May 23, 1984

Mintz Associates Architects
16 North Street
Boston, MA 02109

GCG

Freeman

SUBJECT: Government Center Garage
Boston, MA
Existing Otis Elevator No.: 208550-2

Gentlemen:

In response to our recent monitoring of the present elevator system in the above building, we wish to advise you of the following results:


- a) The present three car elevator system is adequate to handle the building's requirements.
- b) This is proved by our "Comput-O-Check" study with an average registration time of approximately 45 seconds at peak periods. Average registration is the total elapsed time from the time a hall call button is answered. The average registration time for a garage elevator should be between 30-35 seconds.
- c) The present dispatching system is a two terminal type dispatching system. When adjusted to original design specifications, the elevators will more than adequately handle the building traffic demands.
- d) In observing the operation of the elevators in their present condition, we found many cases of false firing of car buttons. This created additional unnecessary stops that the elevators must make indicating to one a longer registration time. This problem would be corrected by repairing and readjusting the equipment. The cars now are not in a system wide as required due to circuitry not in operation causing the elevator system not to respond in a timely manner.

In conclusion, we recommend that the three present passenger elevators be repaired and readjusted to the original manufacturers specifications.

Based on the results of our study, we do not see a need for or a cost effective improvement with the installation of a fourth elevator. The present bank of three cars is able to handle the traffic demands of the garage within acceptable limits.

We trust this information meets your present needs. If you have any further questions, please feel free to call us.

Very truly yours,


Winthrop B. Simmons
New Equipment Sales Representative

WBS/km



Otis Elevator Company
North American Operations

120 Third Avenue
Waltham, Massachusetts 02154
617 890-4440

February 3, 1984

Mr. Gerry Viverito
Rubin Management Corporation
Suite 300
11140 Rockville Pike
Rockville, MD 20852

SUBJECT: Government Center Garage
Boston, MA
Proposed Two Story Office Addition

Gentlemen:

We have conducted an elevator analysis for the Two Story Office Building Addition at the above and advise as follows:

<u>QUANTITY</u>	<u>CAPACITY</u>	<u>SPEED</u>	<u>INTERVAL</u>
3	3000 lb.	500	10 Seconds

Handling capacity for 5 minute period based on 175 Sq. Ft./person would be approximately 125% of the estimated building population.

Based on the above on-peak responses, we would recommend the three (3) 3000 lb. cars running at 500 FPM to provide adequate elevator service. To provide the building with adequate service needs, we recommend a separate 3000 lb. car running at 350 FPM.

We have been working with your Architect, Mintz Associates, making certain these elevator requirements will be incorporated in the building core.

Our latest design is for the three car group, and the Otis' WF System with FPM. The car will be 8'4" x 6'4" with 574-1117 attached. We have a visual of the car and will be able to offer you a full performance and value comparison.

For budget purposes, we have estimated an all-in cost of ~~XXXXXXXXXXXXXXXXXXXX~~ to furnish and install the elevator.

GARAGE ELEVATOR:

With reference to the Garage Elevator, we are recommending that you consider the Otis' WF System which will provide the most efficient operation.

RECEIVED FEB 10 1984

February 3, 1984

Page 2

SUBJECT: Government Center Garage

To accomplish this, we propose to readjust the complete elevator equipment using the original manufacturers data. This will include the speed of the elevators, starting, acceleration and stopping, complete dispatch system, car and door operation. Replace contacts, coils and necessary selector and controller leads to accomplish reliable service.

We have also included the necessary labor and material to furnish and install six new entrances. This includes entrances complete with hall buttons, car buttons and related controller and selector material for each elevator. This is necessitated by the changing of the lower two stops of all the garage elevators per your Architect's drawings and discussions.

Our budget price to perform the above outlined work is ~~XXXXXXXXXXXX~~ ~~XXXXXXXXXXXX~~...DOLLARS.

Very truly yours,

Winthrop G. Simmons
New Equipment Sales Representative

WGS:mcf

RICHARD H. RUBIN MANAGEMENT CORPORATION

SUITE 1001

265 FRANKLIN STREET

BOSTON, MASSACHUSETTS 02110

(617) 737-1120

February 7, 1985

Mr. Robert McCoy, Commissioner
City of Boston Parks & Recreation Department
Boston City Hall
City Hall Plaza
Boston, MA 02201

Dear Mr. McCoy:

As required by the Government Center Garage purchase agreement between the City of Boston and the Government Center Garage Realty Trust, the three parks described below are to be "adopted" by said trust.

1. Park located between Chardon, Merrimac, and New Chardon Streets.
2. Park located between Market, Canal, and New Chardon Streets.
3. Park located at the corner of Canal and New Chardon Street.

Said parks are designated as areas 2, 3, and 4 on a July 18, 1984 site plan developed by Mintz Associates Architects/Planners, Inc., 16 North Street, Boston, as submitted for approval to the BRA.

These parks will be renovated and subsequently "adopted" as to maintenance and cleaning by the trust in conjunction with the proposed new construction on the garage site.

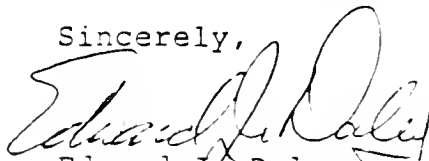
In conjunction with this agreement between the trust and the BRA, permission is requested by the trust for use of said parks for the purpose of accomplishing the maintenance tasks and purposes described in Attachment A, and for no other purpose.

Government Center Garage Realty Trust will hold the City of Boston harmless and will indemnify the City of Boston for accidents or injuries to persons or property resulting from the gross negligence of Government Center Garage Realty Trust. The City of Boston will hold Government Center Garage Realty Trust harmless and will indemnify Government Center Garage Realty Trust for all other accidents or injuries to persons or property resulting from the granting of this permit.

The City of Boston and Government Center Garage Realty Trust agree to abide by all of the provisions contained in Attachment A.

Should any questions arise please do not hesitate to call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Edward J. Daley". The signature is fluid and cursive, with a large, stylized "D" at the end.

Edward J. Daley
Assistant Vice President
Director of New England
Property Management

Attachment

ATTACHMENT A

1. In connection with the following, Government Center Garage Realty Trust (hereinafter referred to as "GCGRT") shall adhere to all applicable provisions of statutes, codes and ordinances of the City of Boston and the Commonwealth of Massachusetts.
2. GCGRT agrees to be responsible for the cleaning and maintenance of the three small parks referred to in our February, 1985 cover letter (hereinafter referred to as the "parks"); such maintenance to include trash collection, tree care, lawn maintenance, sidewalk and walkway cleaning, and other general upkeep only.
3. GCGRT shall only be responsible for minor repairs to the park benches and other park fixtures, but such repairs shall be performed at the discretion of GCGRT. GCGRT shall not be responsible for the replacement of trees, benches, statuary, light fixtures, light poles or any other personalty located in the parks.
4. The MBTA shall not be bound to reimburse GCGRT, its agents, employees, contractors and or subcontractors for any funds expended on the work hereby authorized.
5. GCGRT shall not commit waste or impairment of or to the parks.
6. All rubbish and debris shall be removed by GCGRT at its expense.

RICHARD H. RUBIN MANAGEMENT CORPORATION

SUITE 1001

265 FRANKLIN STREET

BOSTON, MASSACHUSETTS 02110

(617) 737-1120

February 4, 1985

Mr. Timothy Gens
MBTA Director of Development
and Public Affairs
Transportation Building
10 Park Plaza
Boston, MA 02116

Dear Mr. Gens:

As required by the Government Center Garage purchase agreement between the City of Boston and the Government Center Realty Trust, the MBTA surface easement which lies within our property lines is to be renovated, cleaned, and maintained by said trust in conjunction with the proposed new construction on the garage site.

In conjunction with this agreement between the trust and the BRA, permission is requested by the trust for use of said property for the purpose of accomplishing the maintenance and construction tasks and purposes described in attachment A, and for no other purpose.

Government Center Garage Realty Trust will hold the MBTA harmless and will indemnify the MBTA for accidents or injuries to persons or property resulting from the gross negligence of the Government Center Garage Realty Trust. The MBTA will hold harmless and will indemnify Government Center Garage Realty Trust for all other accidents or injuries to persons or property resulting from the granting of this permit.

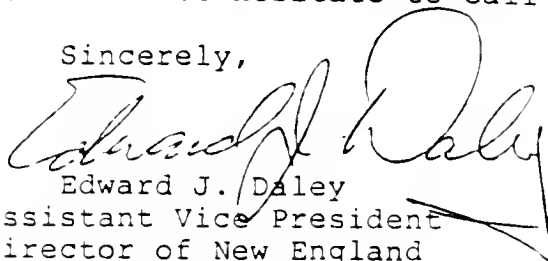
The MBTA and Government Center Garage Realty Trust agree to abide by all of the provisions contained in Attachment A.

Due to the traffic volume, both pedestrian and vehicular, I would like to meet with a representative from your organization who is familiar with the site and its activities, to corroborate on a cleaning and maintenance management plan to be performed by the trust or its employees subcontractors.

Please notify my office of the person to contact to arrange such a meeting. My office will make contact as soon as the construction phase begins.

If there are any questions please do not hesitate to call me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edward J. Daley". The signature is written in dark ink and is positioned above the printed name and title.

Edward J. Daley
Assistant Vice President
Director of New England
Property Management

ATTACHMENT A

1. In connection with the following, Government Center Garage Realty Trust (hereinafter referred to as "GCGRT") shall adhere to all applicable provisions of statutes, codes and ordinances of the City of Boston and the Commonwealth of Massachusetts.
2. GCGRT agrees to be responsible for the cleaning and maintenance of the MBTA surface easement which lies within our property lines (hereinafter referred to as the "easement"); such maintenance to include trash collection, tree care, lawn maintenance, sidewalk and walkway cleaning, and other general upkeep only.
3. GCGRT shall only be responsible for minor repairs to the easement benches and other easement fixtures, but such repairs shall be performed at the discretion of GCGRT. GCGRT shall not be responsible for the replacement of trees, benches, statuary, light fixtures, light poles or any other personalty located in the easement.
4. The MBTA shall not be bound to reimburse GCGRT, its agents, employees, contractors and/or subcontractors for any funds expended on the work hereby authorized.
5. GCGRT shall not permit waste or impairment of or to the easement.
6. All rubbish and debris shall be removed by GCGRT at its expense.

GOVERNMENT CENTER GARAGE

PUBLIC/PARK AREA

MAINTENANCE

- A. Trash Pickup. Areas will be policed for trash daily during the week and once each day on the weekend. Trash will be emptied during the policing cycle at least once. Such policing and trash pickup will be scheduled in conjunction with area activities.

- B. Sweeping and Steam Cleaning. Pedestrian and park areas will be swept at least once a week and the bus traffic areas at least once per month (weather permitting). Steam cleaning or high pressure water cleaning of pedestrian, bus traffic and park areas will be done at least semiannually.

- C. Plant/Sod Irrigation and Maintenance. A professional Boston area contractor will be utilized to maintain the plant/sod areas. Seasonal flowers will be planted and maintained in a similar fashion.

- D. Snow Removal. Major snow removal will be performed by a Boston contractor. On site maintenance personnel will perform removal for minor snow fall.

- E. Minor Repairs. Such will be made to area fixtures on a timely basis taking into consideration economics repair scheduling. Such repairs to include benches, lighting, and trash barrels.

RICHARD H. RUBIN MANAGEMENT CORPORATION

SUITE 1001

265 FRANKLIN STREET

BOSTON, MASSACHUSETTS 02110

(617) 737-1120

REGISTERED MAIL

February 4, 1985

Mr. Donald O'Brien
Vice President
Kinney Systems, Inc.
16 Madison Avenue
New York, NY 10010

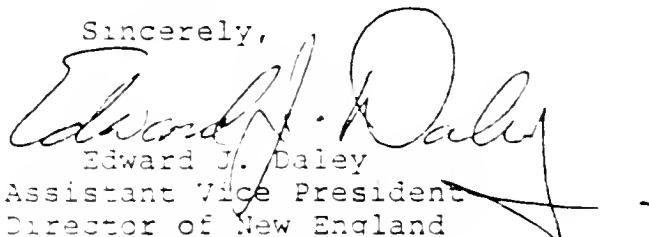
Dear Mr. O'Brien:

As discussed at the January 25, 1985 meeting with the Boston Redevelopment Authority and representatives of the Government Center Garage Realty Trust, and witnessed by myself, there is a very high incidence of illegal parking within the garage structure.

Please immediately inform your garage manager to pursue all legal remedies to curtail this annoying and potentially dangerous condition.

In addition, the lighting level policy is suspect. Please review said policy to ensure proper lighting levels for the safety of the garage patrons. My office will periodically review the garage parking to insure the correction of this situation.

Sincerely,


Edward J. Daley
Assistant Vice President
Director of New England
Property Management

Date July 16, 1984

Project: Government Center Parking Garage

Project Status: Schematic Design approved December 15, 1984

Street address

For Permits: 50 Sudbury Street (Ward 3) Zoning; B-8-U Zone Hearing

May 22, 1984 last action: Zoning Appeal

Site Area: 176,862 sf.

Street Frontages: Spans New Merrimac, New Chardon, No. Washington, New Sudbury

Parking Spaces above

and below grade: 1884 spaces now - 2000 spaces proposed

Height to Cornice: 109 ft. (prior to addition) 142 ft. (with addition of
2 office floors)

Height to Top: 152 ft. (elevator tower)

Exterior Material Watching precast panels City Hall brick pavers, and
and Manufacturer: enamel steel for retail

A.R. Sq. Ft. _____

Floor Plate Sq. Ft. 125,000 gross sf (floors 10 and 11)

Developer: Richard H. Rubin, Trustee

Government Center Garage Realty Trust

Rockville, Maryland

Architect: Mintz Associates Architects

Boston, Massachusetts

Purchase Price: \$ 22,000,000

Development Cost: \$ 25,000,000 (construction) Annual Taxes \$ 1,000,000

Construction Financing: \$ ^{First National} Bank of Boston Linkage Contribution

Long Term Financing: \$ 52,000,000 over 12 Years \$ NA - before ordinance

Starting Date: October 1, 1984 Construction Jobs: 340

Occupancy Date: April 1, 1986 Permanent Jobs: 750

Spaces by Sq. Ft. 21,000 gross s.f. Retail Space/249,000 gross s.f. office
sf

Service Bays Location

and Requirements: One bay from New Chardon Street

Description: Renovations:

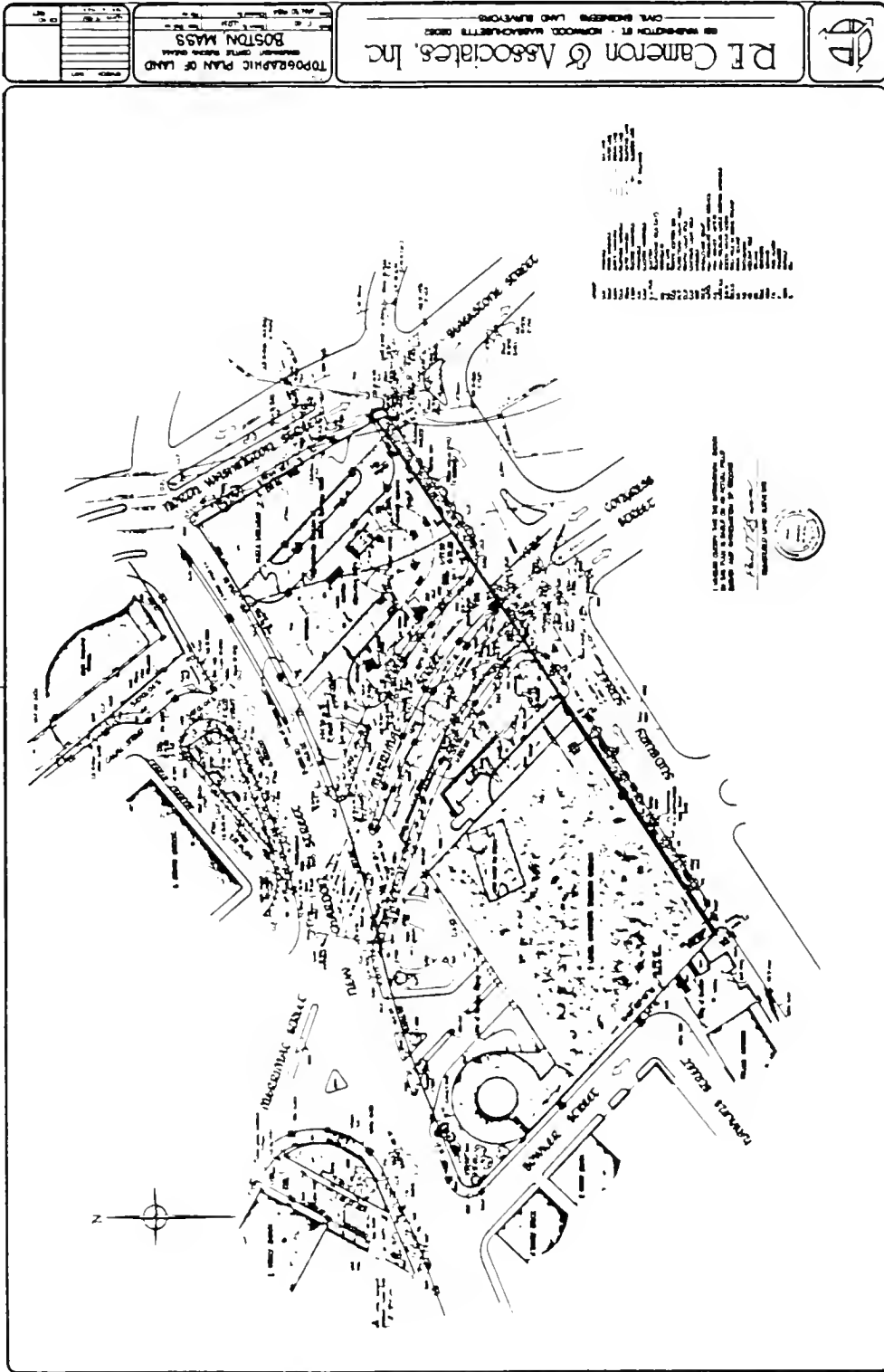
Office lobby and elevator

Add ground plane retail

2 office floors

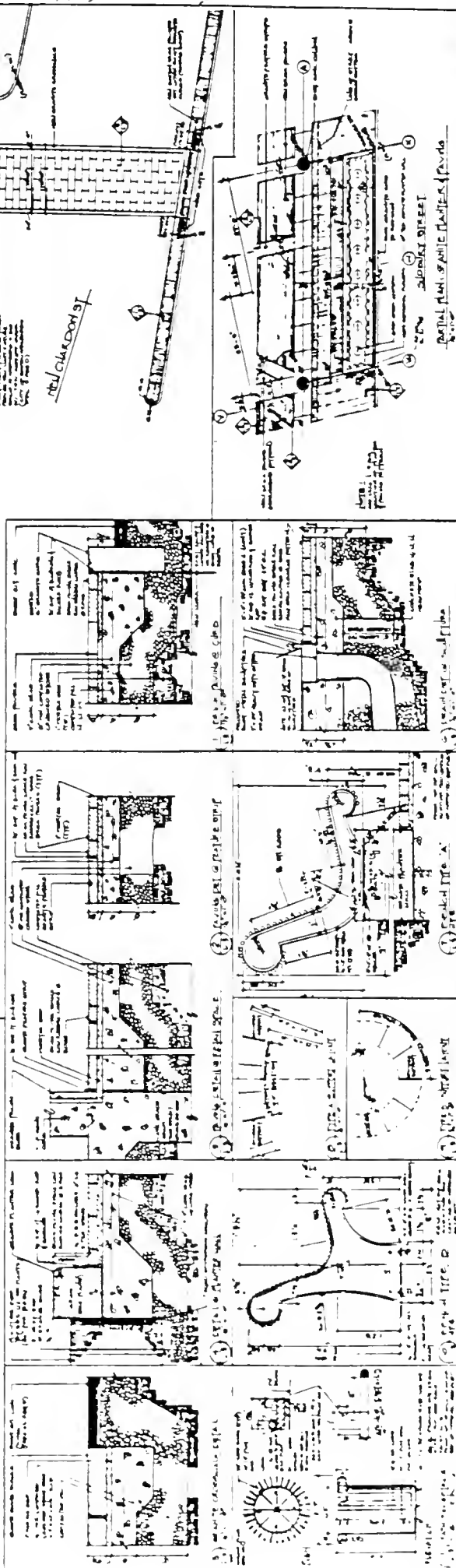
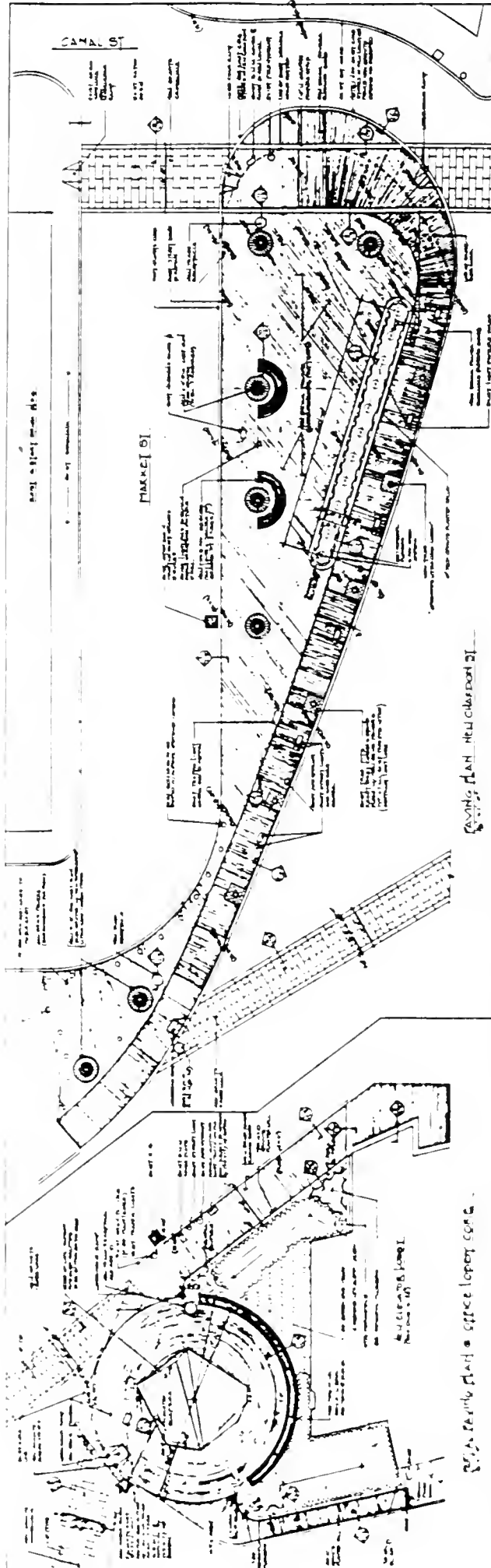
MBTA and ground plane improvements

CHRONOLOGY OF PROJECT ATTACHED



GOVERNMENT CENTER GARAGE AND OFFICE BUILDING
 SITE SURVEY
 18 NORTH STREET, BOSTON, MASSACHUSETTS 02108
 WHITE ASSOCIATES ARCHITECTS AND ASSOCIATES, INC.

DATE: 11/14/74
 DRAWN BY: L1
 CHECKED BY: L1

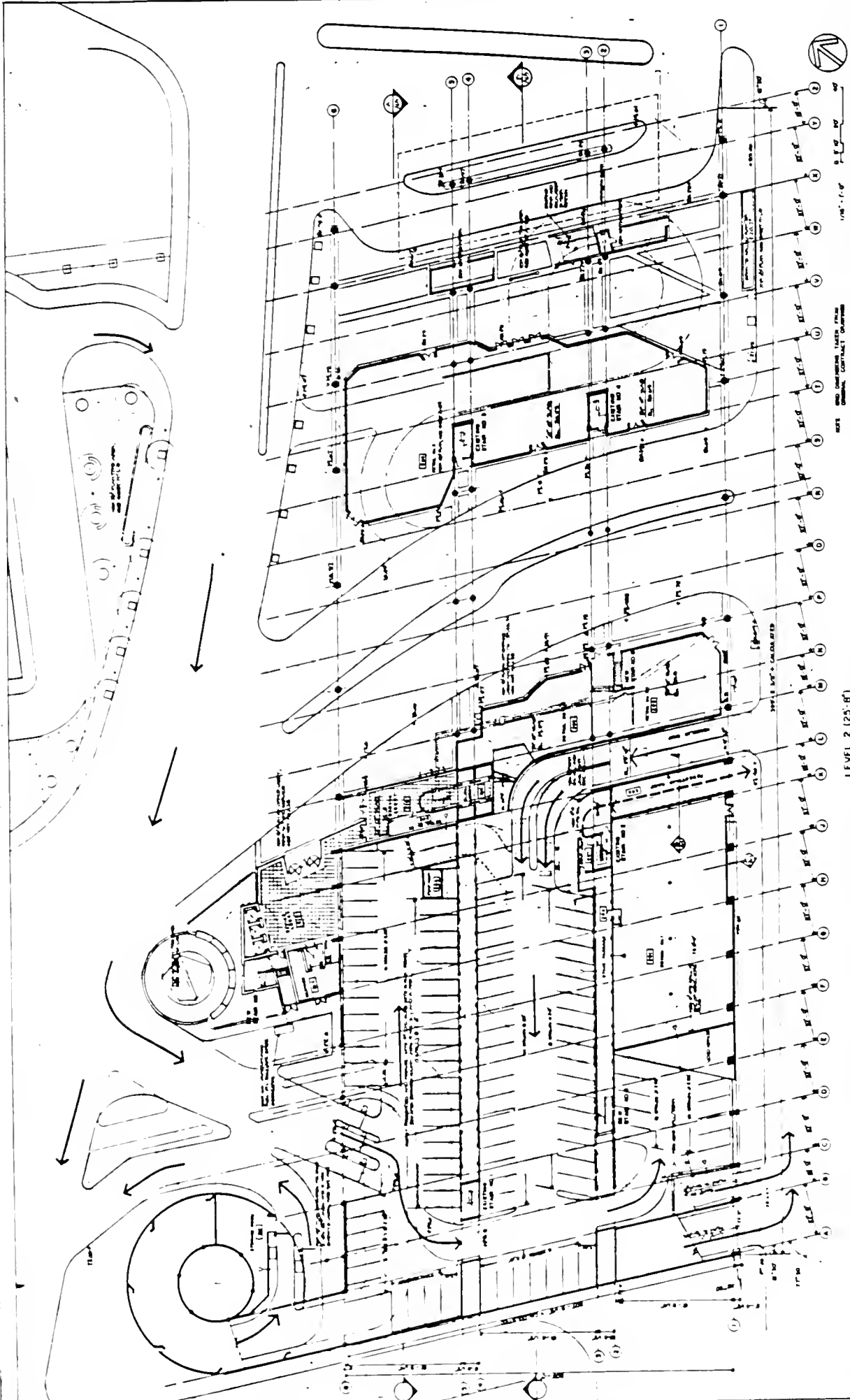


GOVERNMENT CENTER GARAGE AND OFFICE BUILDING
 18 NORTH STREET BOSTON, MASSACHUSETTS 02108
 MINIZ ASSOCIATES ARCHITECTS/PLANNERS INC.

SITE DETAILS

Sheet No. L-3

Scale 1/8" = 1'-0"



LEVEL 2 (25'-6")

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

LEVEL 2 / GROUND PLAN / RETAIL

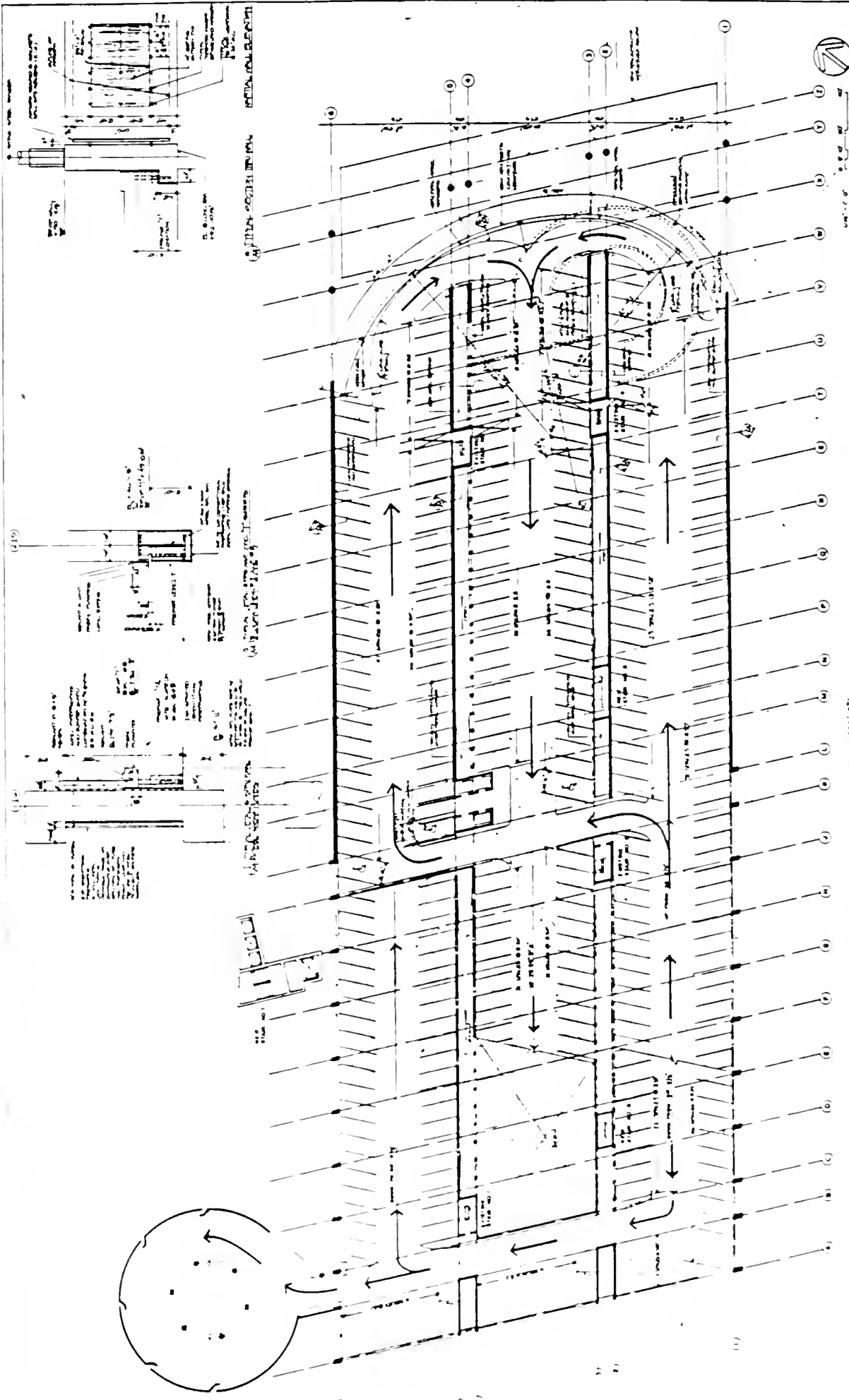
SHEET A2

DATE 11-18-78

SCALE 1/8" = 1'-0"

MATZ ASSOCIATES ARCHITECTS/P.L.L.C. 10 NORTH STREET, BOSTON, MASSACHUSETTS 02108

SEE ARCHITECT'S LATEST PLAN FOR GENERAL CONTRACT DRAWINGS



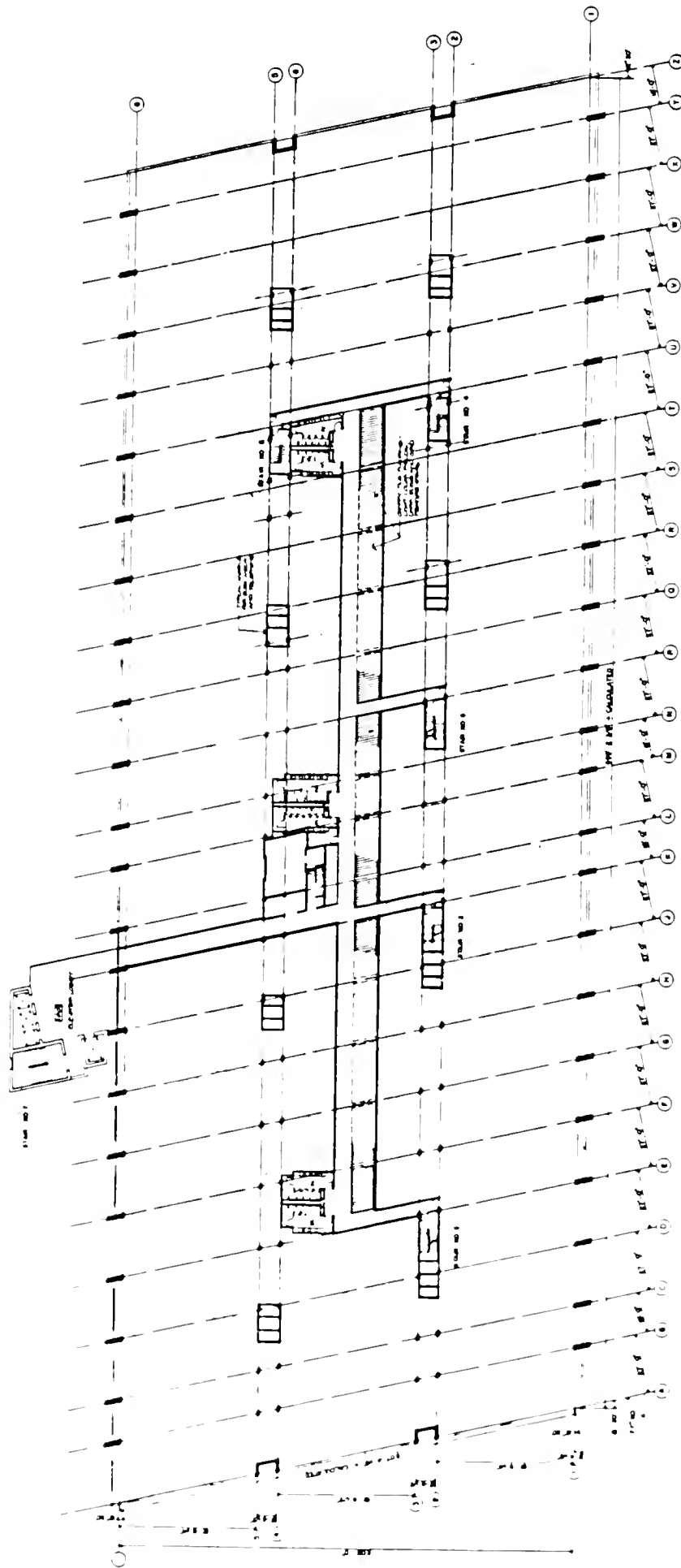
LEVEL 4 (46' 5")

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

LEVEL 4 / PARKING

DATE: 10/1/84
 DRAWN BY: A4
 SCALE: 1/8" = 1'-0"

WATZ ASSOCIATES ARCHITECTS/PLANNERS INC.
 10 WORTH STREET BOSTON, MASSACHUSETTS 02106



DATE: 10-10-67
 DRAWN BY: AB
 CHECKED BY: CP

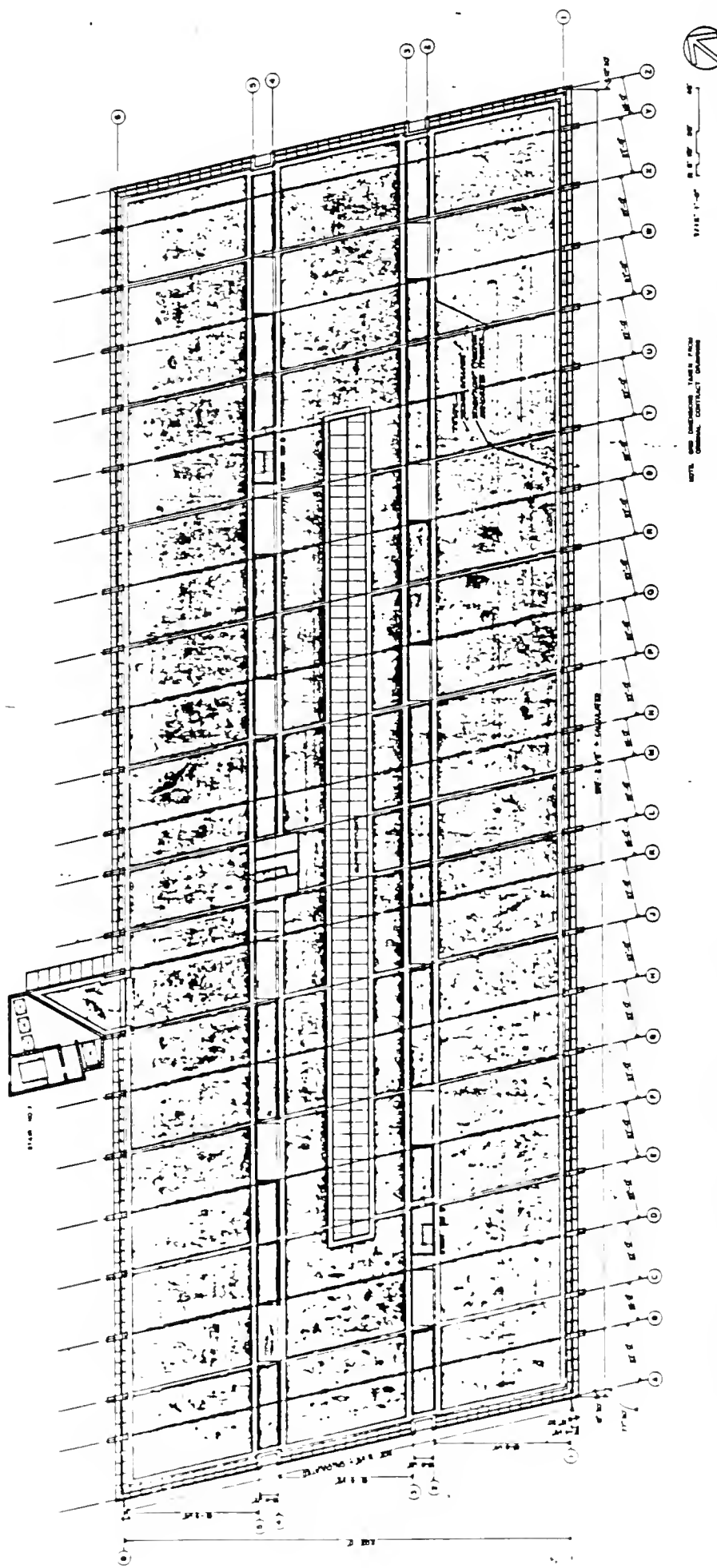
1" = 10' - 0"
 1" = 10' - 0"
 1" = 10' - 0"

NOTES: SEE OVERLAPPING TOWER, FLOOR
 CONSTRUCTION CONTRACT, DRAWINGS

LEVEL 10 / OFFICE
 EL. 100' - 10"

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

WINTZ ASSOCIATES ARCHITECTS PLANNERS INC.
 18 NORTH STREET BOSTON, MASSACHUSETTS 02109

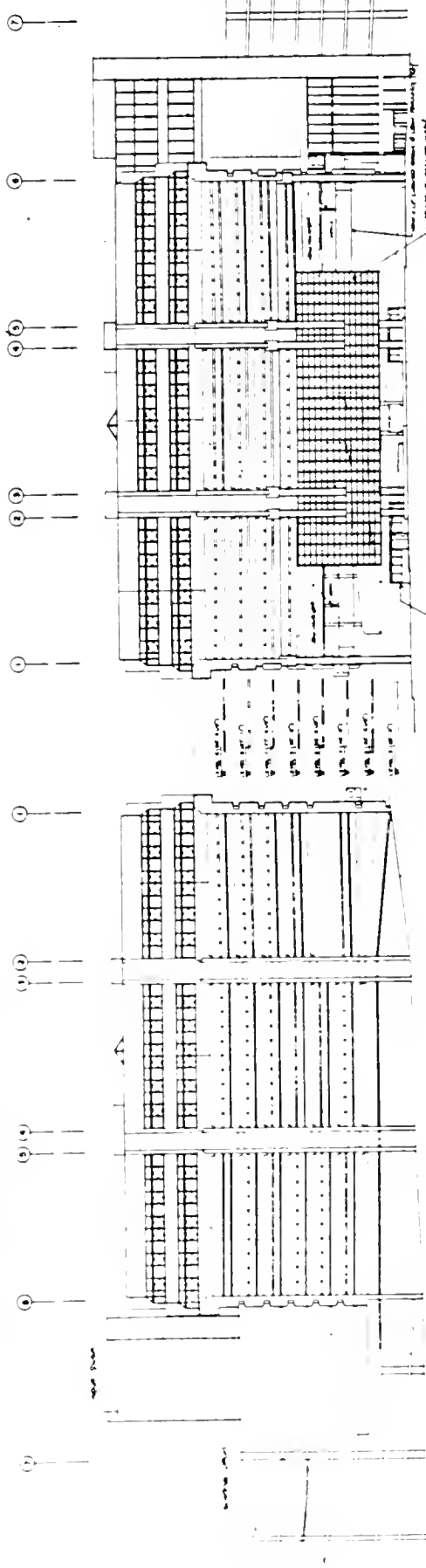


SHEET NO. **A10**
 200 AUG 07
 11/18/04

ROOF PLAN
 EL. 138'-0"

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING
 MINIZ ASSOCIATES ARCHITECTS PLANNERS INC.
 18 NORTH STREET, BOSTON, MASSACHUSETTS 02108

NOTES: SEE DRAWINGS LAMBS FROM
 GENERAL CONTRACT DRAWINGS



BLACKSTONE ST. ELEVATION

NEW BRIMLEY ST. ELEVATION

SECTION

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

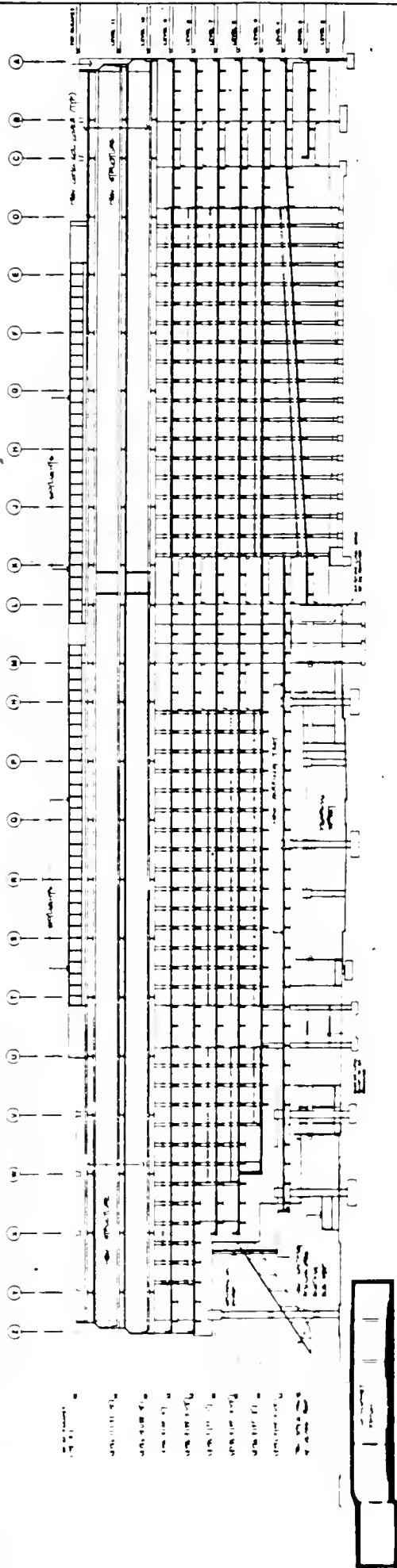
UNIT ASSOCIATES ARCHITECTS, INC. 15 NORTH STREET BOSTON, MASSACHUSETTS 02109

EXTERIOR ELEVATIONS
TRANSVERSE SECTIONS

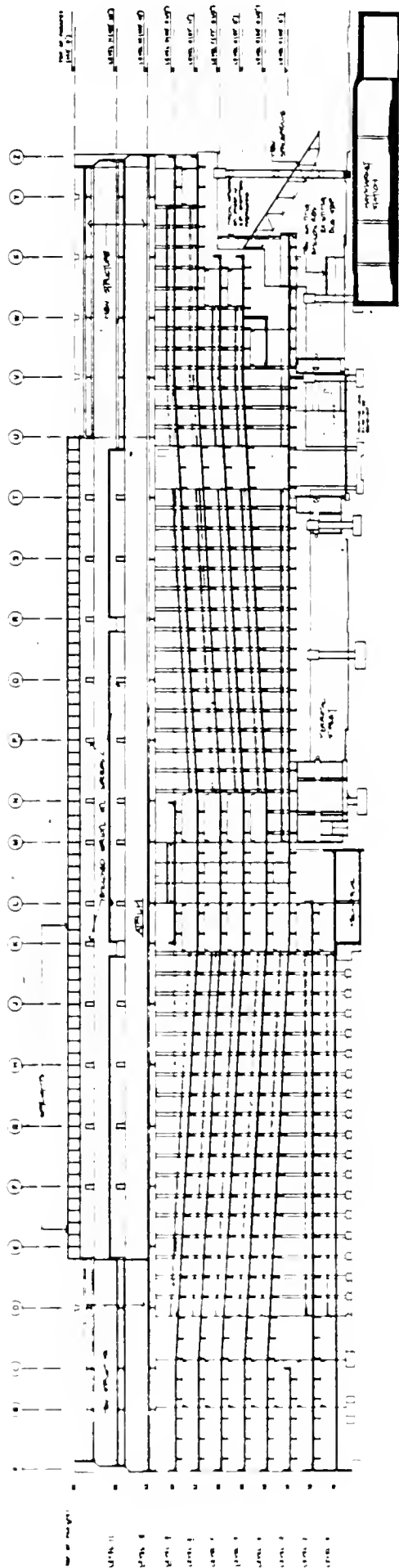
DATE 11-14-84
A12

SECTION, WALL, SECTION AND
EXTERIOR ELEVATIONS VIEWED PARALLEL
TO COLUMN AND LINE

SECTION



LONGITUDINAL BUILDING SECTION BETWEEN COL. LINES 2 & 3



LONGITUDINAL BUILDING SECTION BETWEEN COL. LINES 3 & 4

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

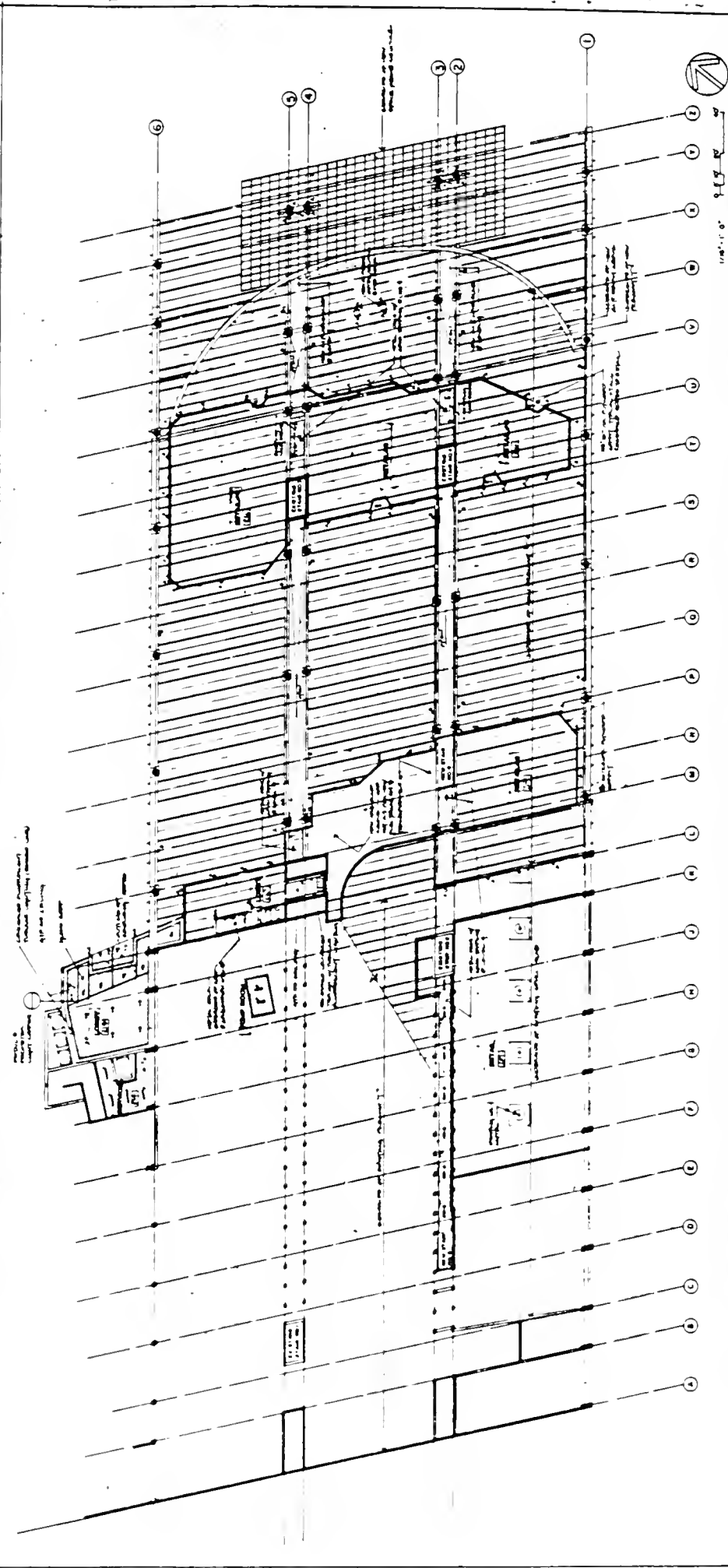
WINTZ ASSOCIATES ARCHITECTS/PLANNERS INC. 10 NORTH STREET BOSTON, MASSACHUSETTS 02109

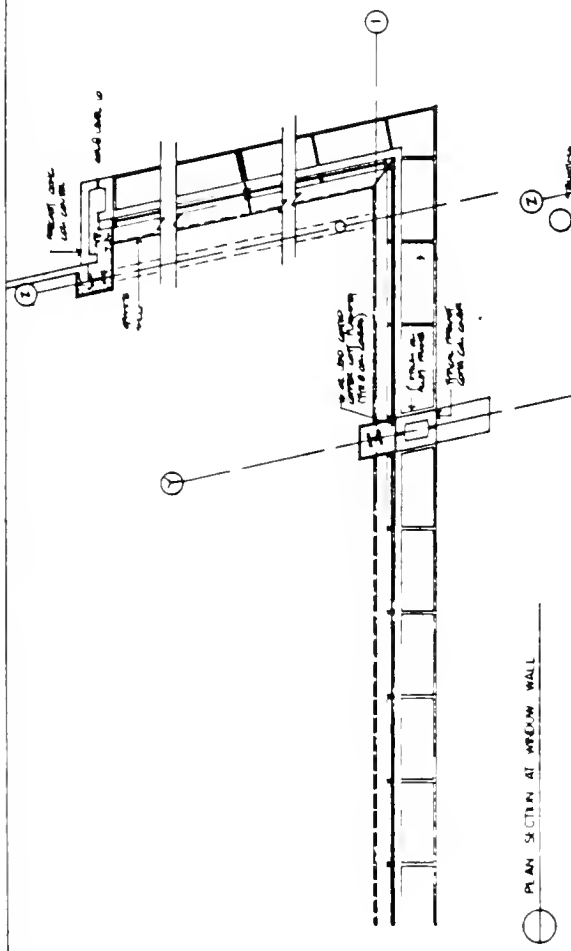
LONGITUDINAL BUILDING SECTIONS

A13

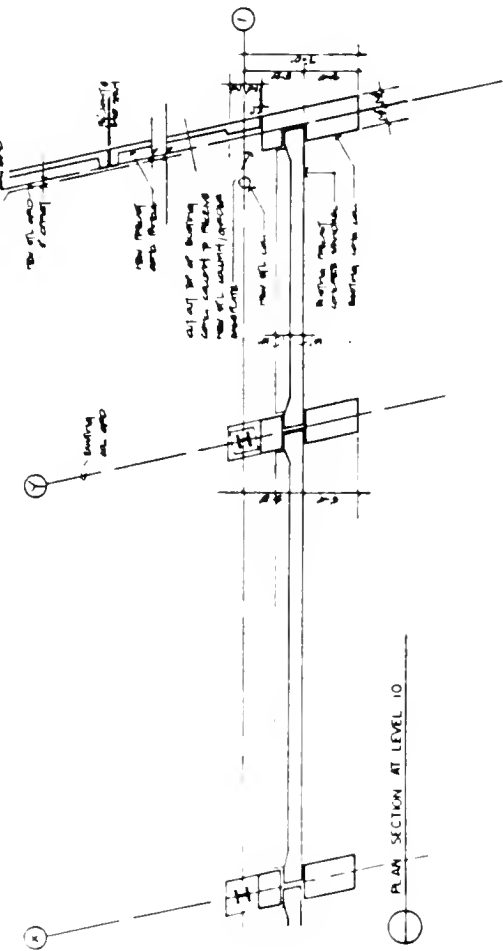
DATE: 11/19/84

<p>NO DOUBLE [FIXTURE TYPE A]</p>	<p>[FIXTURE TYPE B]</p>	<p>[FIXTURE TYPE C]</p>	<p>[FIXTURE TYPE D]</p>	<p>[FIXTURE TYPE E]</p>	<p>[FIXTURE TYPE F]</p>	<p>[FIXTURE TYPE G]</p>	<p>[FIXTURE TYPE H]</p>	<p>[FIXTURE TYPE J]</p>
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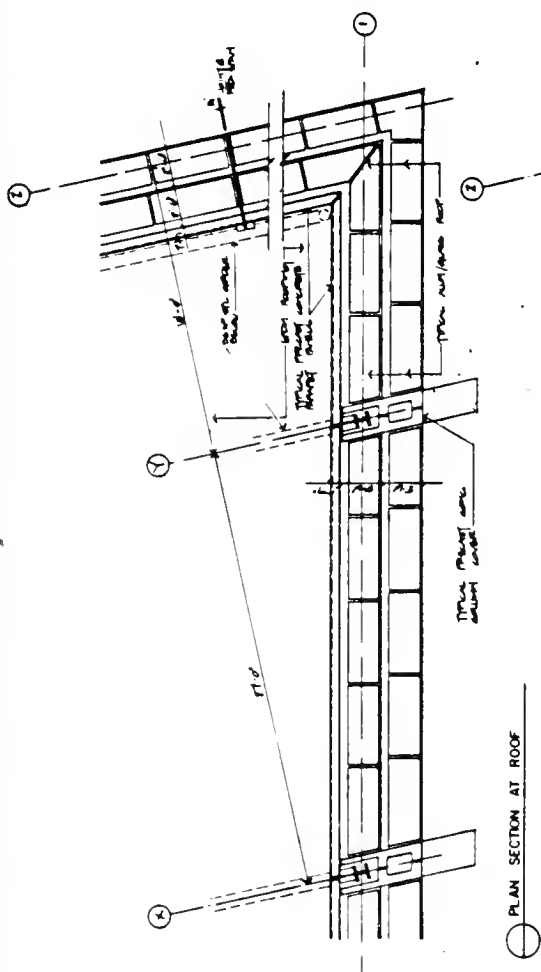




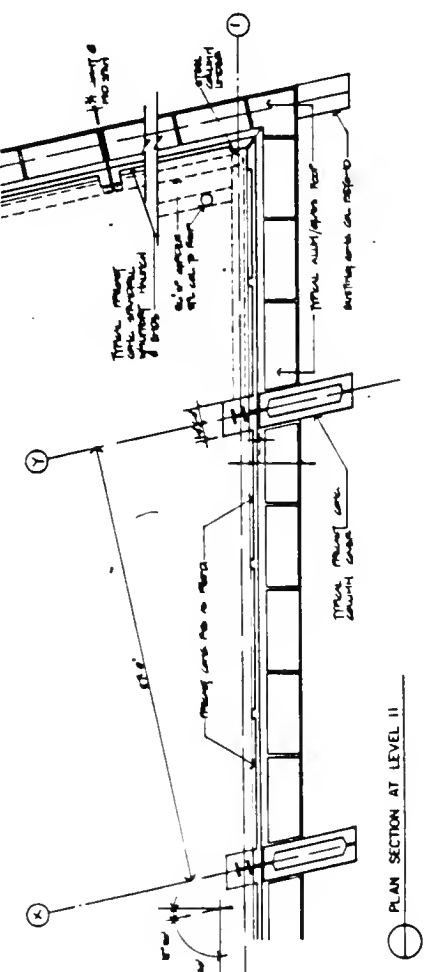
PLAN SECTION AT WINDOW WALL



PLAN SECTION AT LEVEL 10



PLAN SECTION AT ROOF



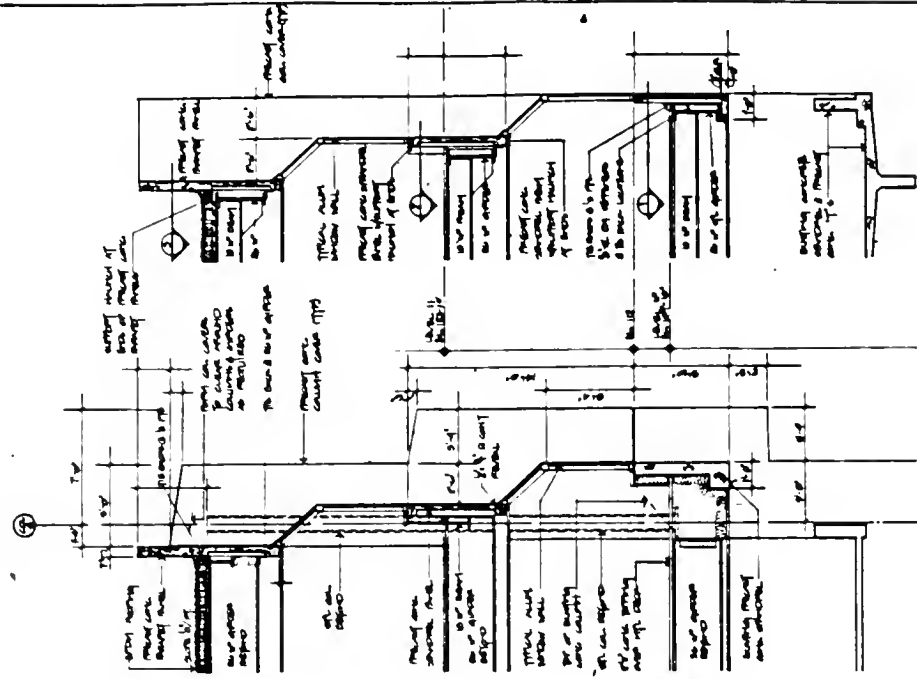
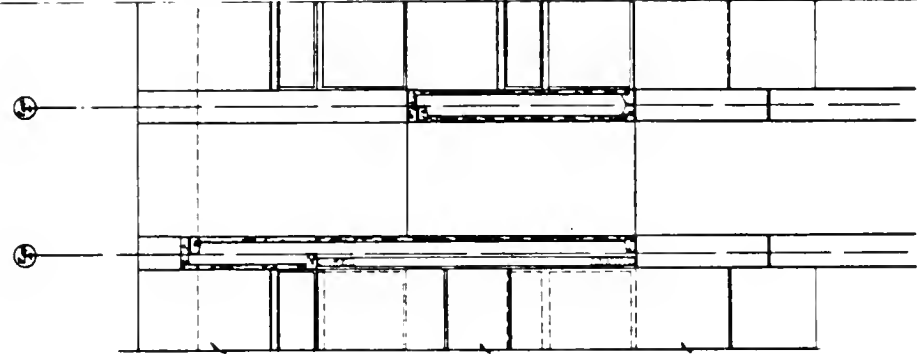
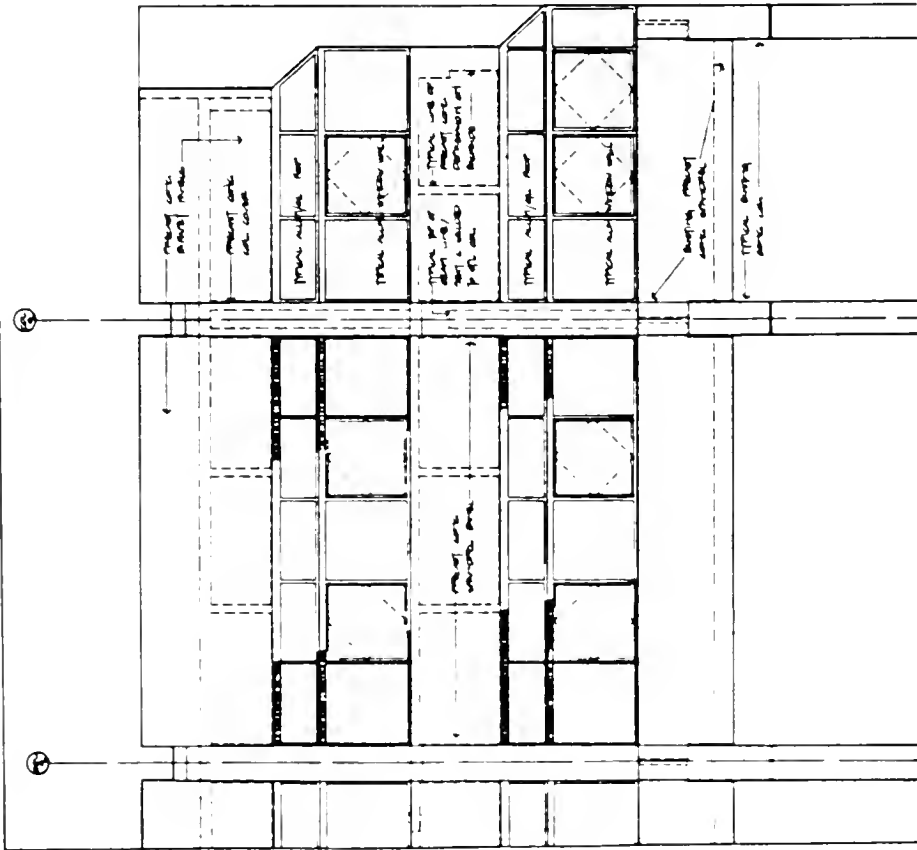
PLAN SECTION AT LEVEL 11

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

PARTIAL PLAN SECTION AT LEVEL 10, 11
ROOF AND EXTERIOR WALL

DATE: 10/10/80
BY: A.T.G.
CHECKED: [Signature]

18 NORTH STREET BOSTON, MASSACHUSETTS 02108
SWARTZ ASSOCIATES ARCHITECTS/PLANNERS INC.



TYPICAL DETAILED ELEVATION

SECTION AT COLUMN COVER

SECTION A1

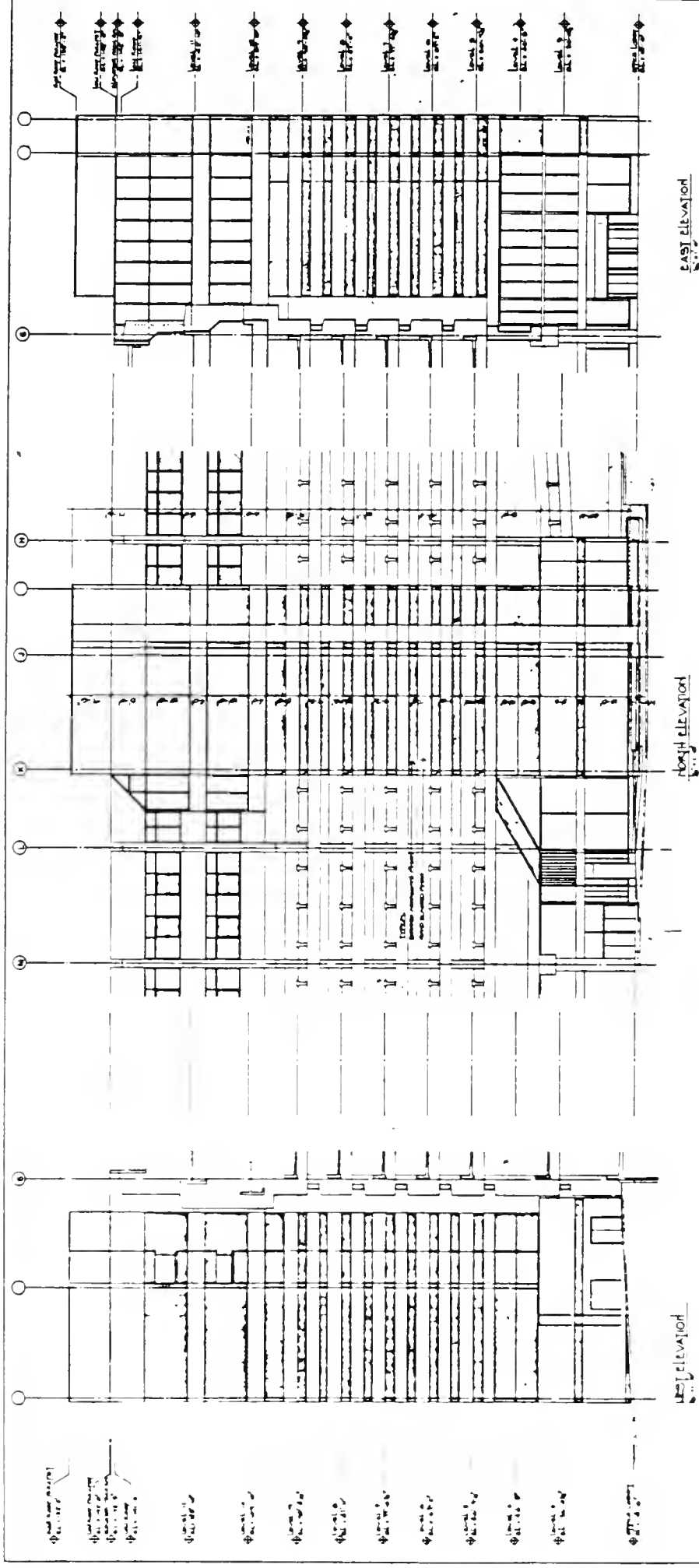
SECTION A2

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

MUNTZ ASSOCIATES ARCHITECTS/PLANNERS, INC. 18 NORTH STREET, BOSTON, MASSACHUSETTS 02108

OFFICE EXTERIOR WALL SECTIONS
AND ELEVATION

DATE: 8-14-78
DRAWN BY: A17
SCALE: 1/8" = 1'-0"



West Elevation

North Elevation

East Elevation

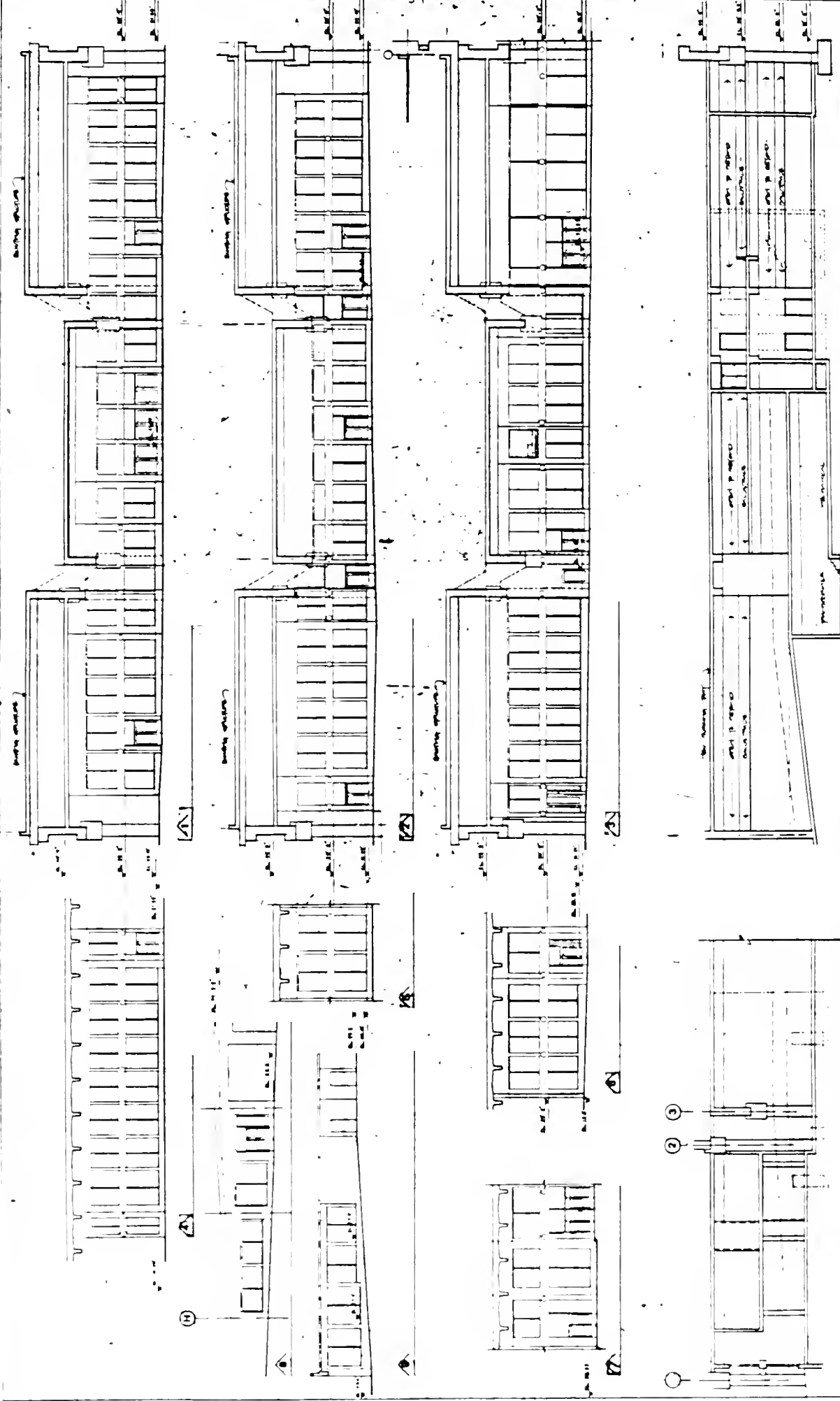
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DATE: 11/14/84
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

OFFICE LOBBY ELEVATIONS

GOVERNMENT CENTER GARAGE AND OFFICE BUILDING
 18 NORTH STREET BOSTON, MASSACHUSETTS 02108

WENTZ ASSOCIATES ARCHITECTS/PLANNERS INC.

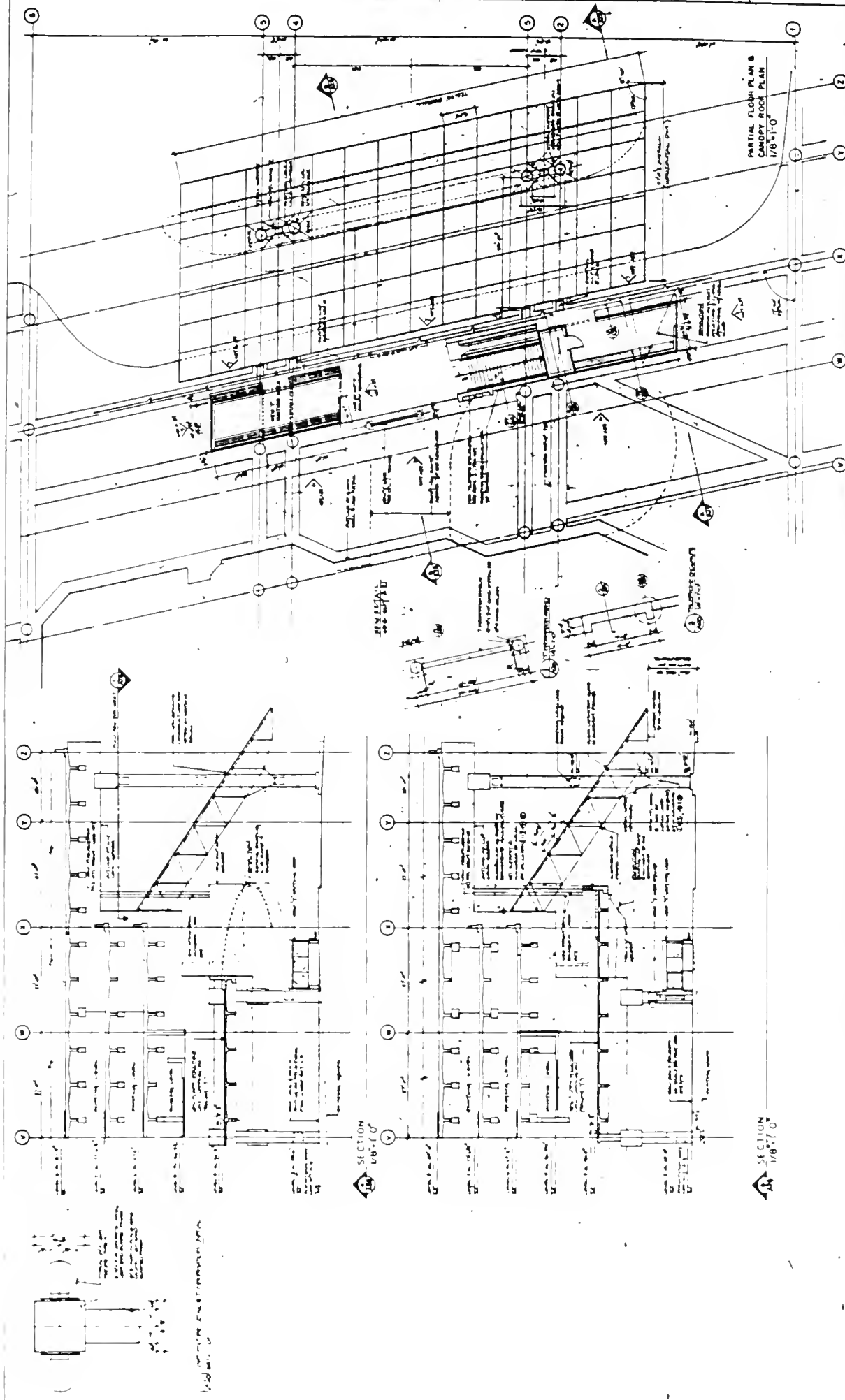


GOVERNMENT CENTER GARAGE AND OFFICE BUILDING
 18 NORTH STREET BOSTON, MASSACHUSETTS 02108

DATE 11-14-64
 SHEET A28 OF 28

RETAIL ELEVATIONS

MINI-Z ASSOCIATES ARCHITECTS/PLANNERS INC.

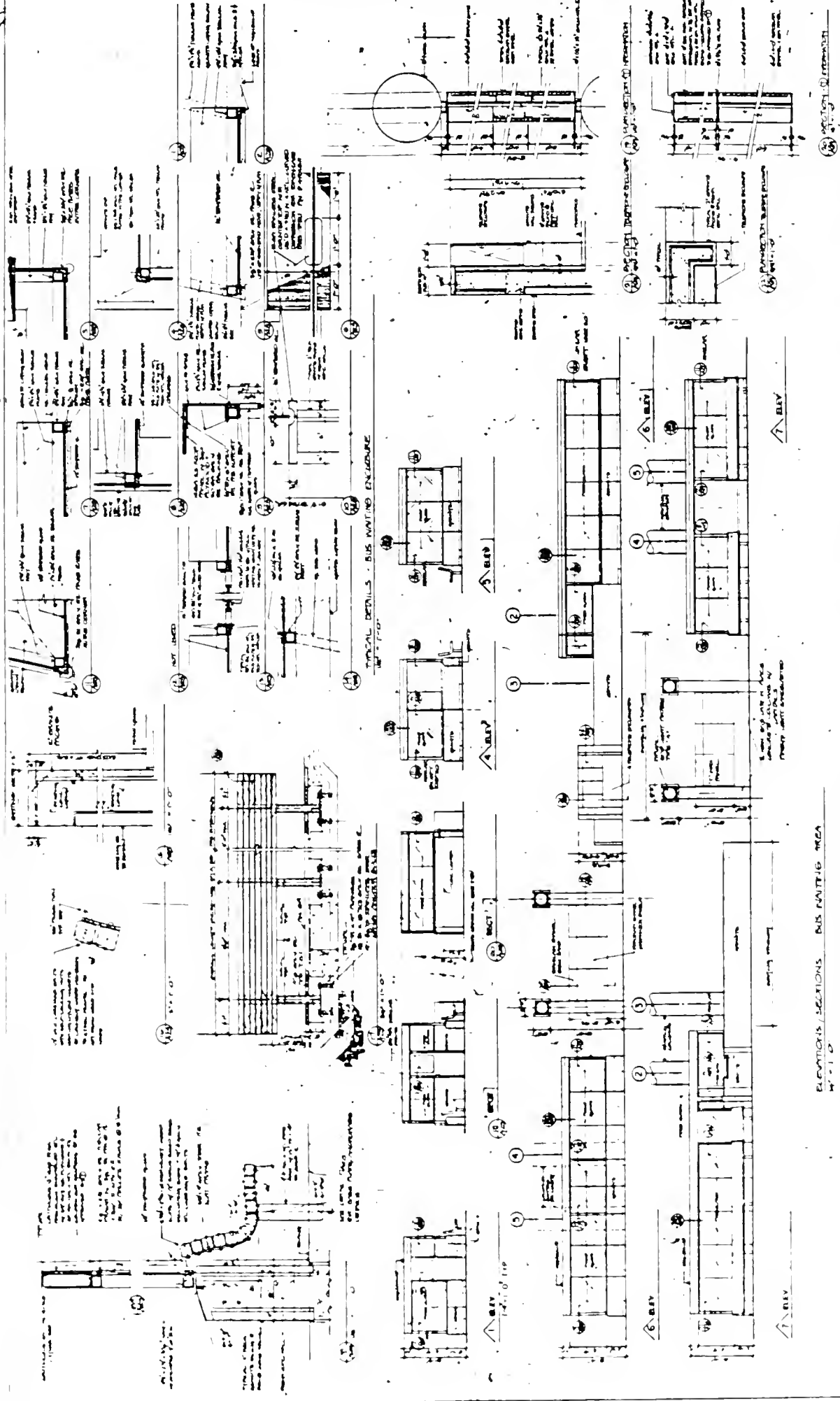


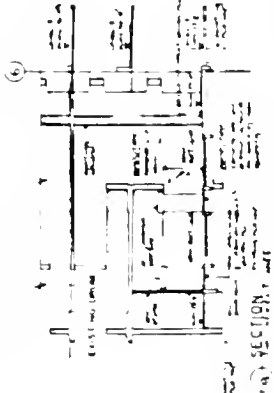
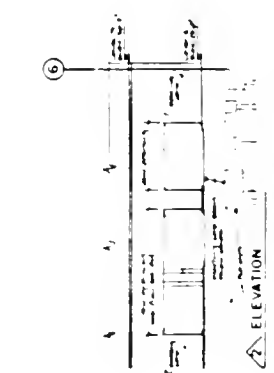
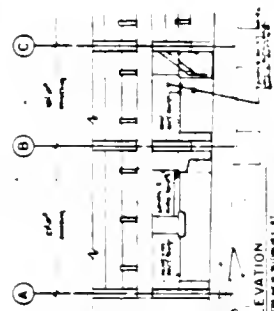
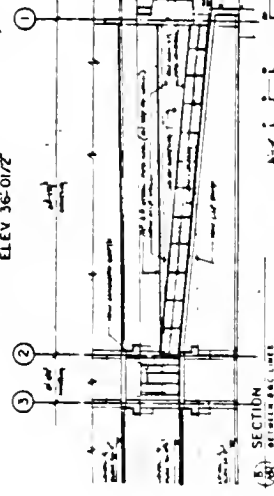
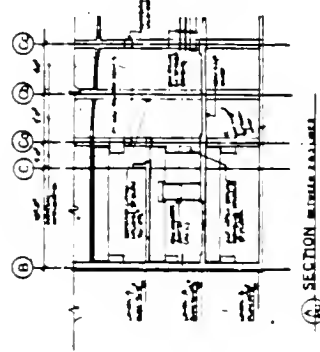
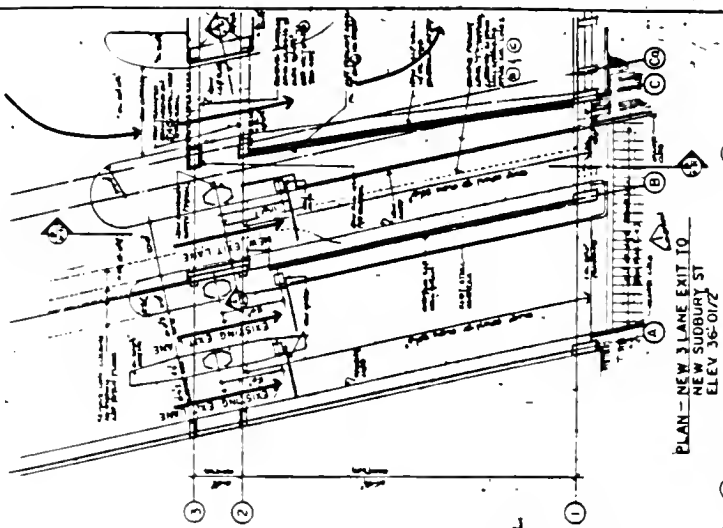
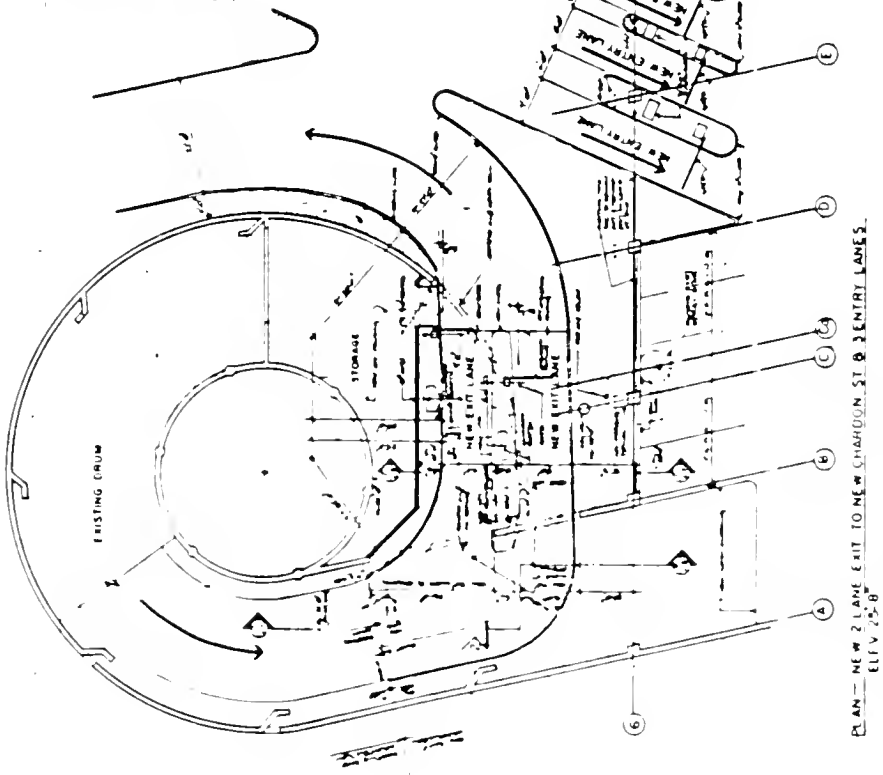
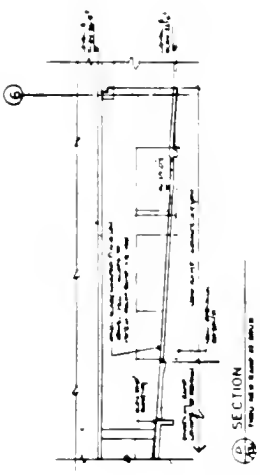
GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

BUS CANOPY - PLAN AND SECTION

Sheet No. A28
11/14/64

WHITE ASSOCIATES ARCHITECTS, P.A. 18 MORTON STREET, BOSTON, MASSACHUSETTS 02108





GOVERNMENT CENTER GARAGE AND OFFICE BUILDING

CERULA RAMP PLAN - GROUND FLOOR

MAITZ ASSOCIATES ARCHITECTS/PLANNERS INC.
10 NORTH STREET BOSTON, MASSACHUSETTS 02108

DATE 11-14-84
DRAWN BY A31
CHECKED BY

BOSTON PUBLIC LIBRARY



3 9999 06315 163 1

